latitude 38

THE NORTHERN CALIFORNIA SAILING SHEET

~~VOL. 52 OCTOBER~~ 1981

VOL 53 NOV

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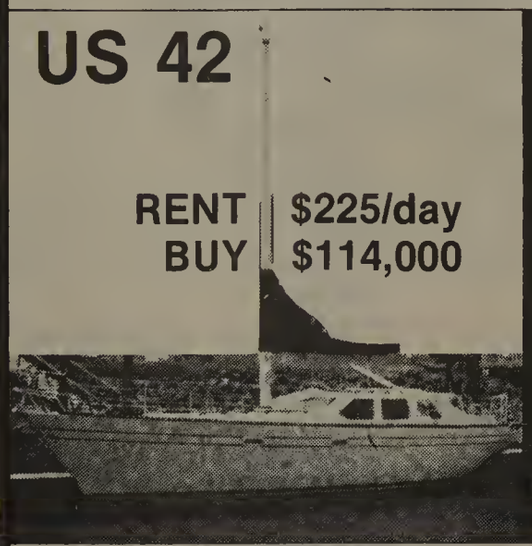

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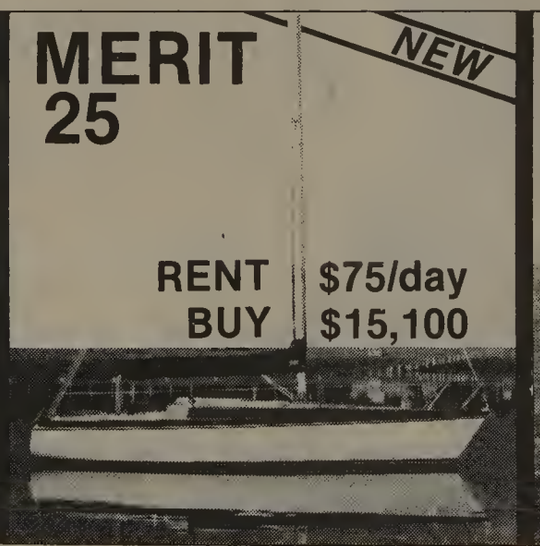

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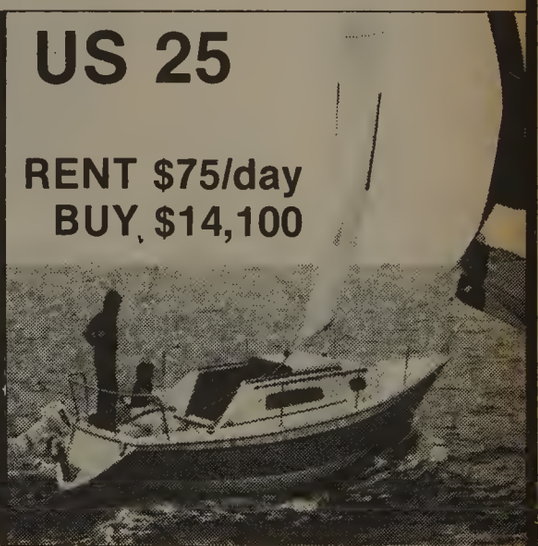

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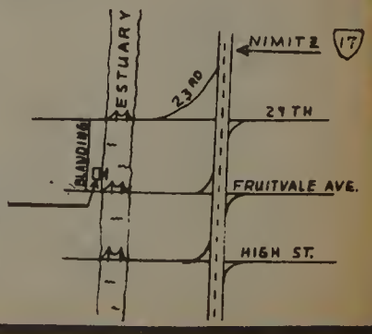

TOAD and the NIMITZ
(or Get That Frog Off The Freeway)

The Nimitz Regatta, hosted every year by the Berkeley Yacht Club, has become a significant regatta over the years, and we are of course quite interested in the performance of our sails in this regatta. In four of the past five years the winner of the Nimitz regatta used sails which were bought from Richards and van Heeckeren.

You will recall how Glen Miller had been almost invincible with **Orange Sunshine**, his Ericson 27 which was also Powered by Pineapples. Now Glen, together with Tom Montoya of Ranger 23 fame, bought **Toad**, a used J-24.

Not many boats are charmed by the luxury of an "unlimited budget", and like most of us who are feeling the pinch of inflation, Tom and Glen simply could not afford to buy new sails, no matter how badly they needed that new mainsail.

So we pooled our efforts and reworked the leech of the sail as best we could. Although the result was not perfect, it would have to do for the season.

The result? **Toad** won the Nimitz Regatta this year with her re-powered Pineapple sails. It was a tight duel from start to finish with another J-24, one which was not sailing with last year's model . . .

We are proud of Tom and Glen, and wish to thank them, not only for taking us along for our fourth Nimitz win, but especially for the confidence they have in our sails.

Call us, or stop by the sail loft to discuss the latest thinking in sailmaking, and to see the blend of futuristic technology and old fashioned craftsmanship at work . . . the essential foundations which give our sails that incomparable advantage and excellence.

Toad winning the 1981 Nimitz Regatta

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L.O.A.	43'10½''
L.W.L.	31'3''
BEAM	12'3½''
DRAFT	6'3''
DISPL.	25,000 lbs.
S.A. (cutter)	899 sq. ft.

NORSEMAN SPECIFICATIONS

L.O.A.	44'7''
D.W.L.	37'6''
BEAM	13'0''
DRAFT	6'4''
DISPL.	28,000 lbs.
S.A.	937 sq. ft.

The NORSEMAN 447 represents Bob Perry's latest design in the mid-forty foot range. The NORSEMAN is a high performance cruising yacht, yet its design is such that it can easily be sailed over long distances by a short-handed crew. She is extremely stable yet very responsive in light air and gives excellent performance on all points of sail.

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that speaks for itself.

GLOBE 38 SPECIFICATIONS

L.O.A.	37'4"
L.W.L.	32'4"
BEAM	11'8"
DRAFT	6'
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S.A.	928 sq. ft.

The GY 38 Pilothouse Ketch is the latest design revision by William Garden. She is a classic full-keel design with fine entry, ample beam and the time-proven Scandinavian double-ended stern. The solid teak interior and joiner work make the living accommodations exquisite. Necessary gear for comfortable extended cruising is included in the attractive sail-away price. The cutter rig and trunk cabin layout are offered on this same design as an owner's option.

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f Tom Kimball and Ed Milano to our sales staff.

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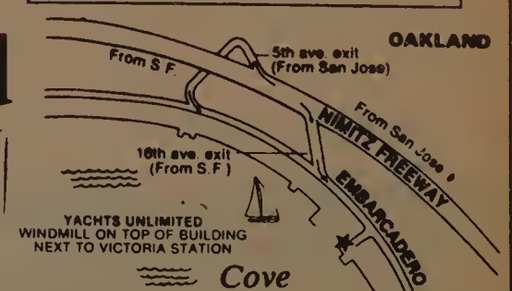

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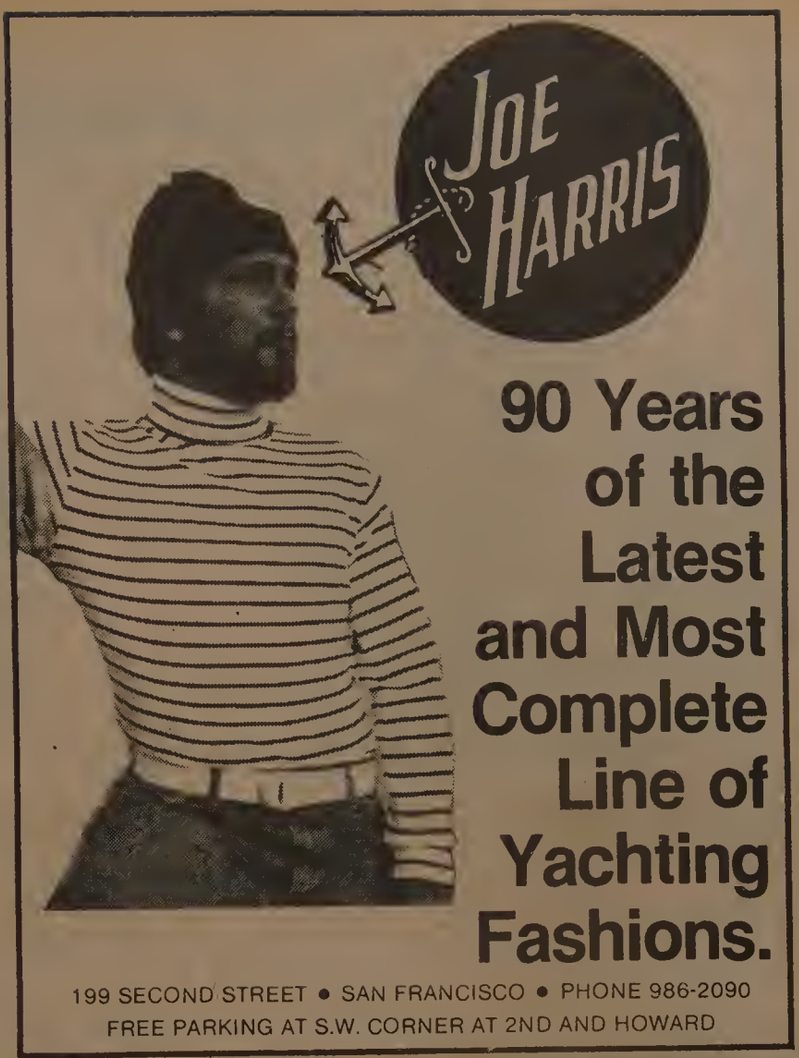
COVER PHOTO: Riding the pole on the Pacific, by **Latitude 38**. If you're a cop needing a confession, just get the suspect out on the end of the pole like this and jerkingly ease off the topping lift until he's about to dip in the water. He'll talk.



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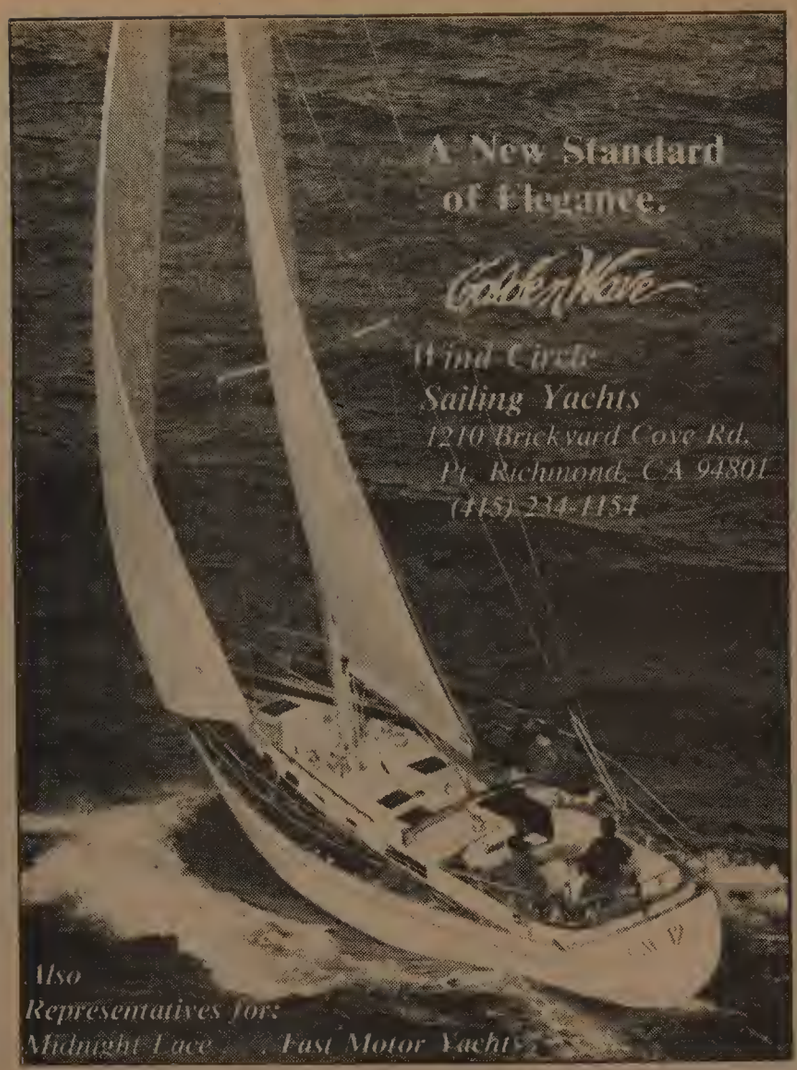

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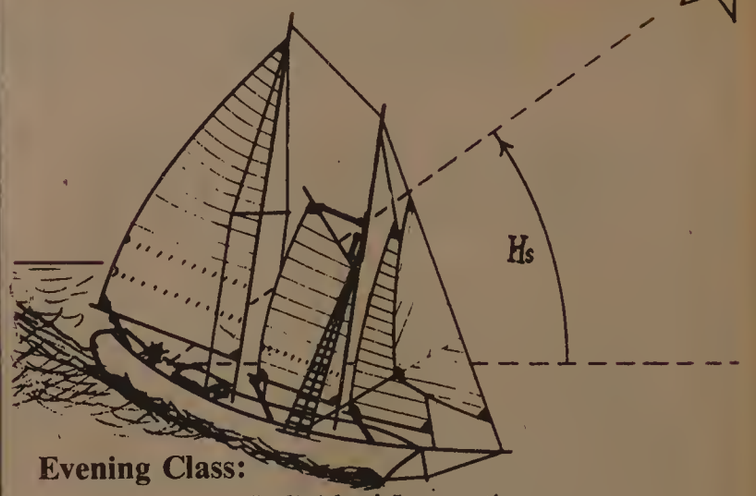

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(Activities resumed. We found San Francisco right where it is supposed to be.)

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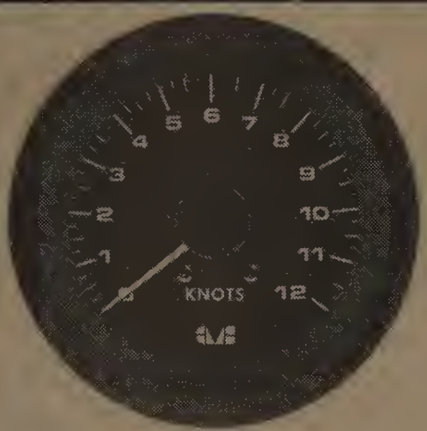

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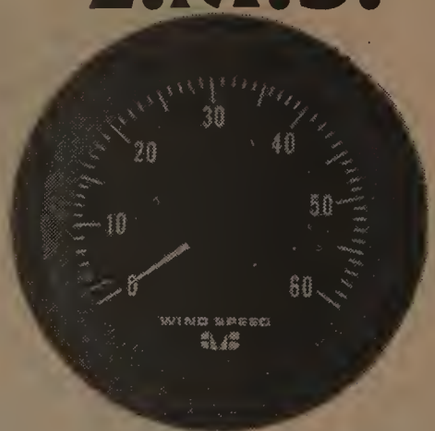

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CALENDAR

Nov. 6-7 – Start of the Long Beach Y.C. race to La Paz. Spinnakers to the sun! PHRF boats leave the 6th, IOR's on the 7th.

Nov. 6 – *Spinnakers on the Wind*, a film by Rich Carlson on Antigua Race Week, considered be one of the world's most orgiastic events. It's the November installment of Berkeley YC's 'First Friday Flicks'. Spaghetti at 1830, film at 2000 hours. Call Chris Kafitz at (415) 924-9655 for reservations (which are required).

Nov. 7-8 – Open house at Cal Sailing Club, Berkeley Marina, South Basin. Free sailboat rides from 1 to 4 p.m. Free beer and coffee! 845-3484.

Nov. 8 – Golden Gate YC Midwinter Regatta. First gun at 12:30. 346-BOAT or 924-0570.

Nov. 14-15 – Inland Sailing Regatta at Dyke 8, Folsom Lake (25-miles east of Sacramento). For centerboard dinghies, division 1 sailboards, and catamarans. Skipper's meeting, 9:00 a.m. $7.00 entry fee. Call Charlene Trinidad, (916) 988-3549, or Folsom Lake YC sailing news line at (916) 961-3592. A little sweetwater small boat gunwale bumpin' Folsom style.

Nov. 14-15 – Metropolitan YC Midwinter Regatta, sailed on the Berkeley Circle. RC Chairman is Kirt Brooks, (415) 284-1778. Wear your woolies.

Nov. 21 – Sausalito Cruising Club Midwinter Regatta. 332-9349 or 927-0220.

Nov. 22 – Corinthian YC Midwinter Race. 435-4711 or 821-2809.

Nov. 22 – "Plumbing Systems", a free seminar offered by Voyager Marine for the boatbuilder and outfitter. Starts at 7:00 p.m. at 1296 State St., Alviso, (408) 263-7633.

Nov. 28 – North Point YC Midwinter Regatta. Noon start off Pier 39 in San Francisco. Open to all one-design classes, PHRF and IOR categories. Mail your $24.00 entry fee by Nov. 15 to NPYC, Box 40279, San Francisco, CA 94140. For more information, call 825-6530.

Dec. 5 – Sausalito Cruising Club and North Point Yacht Club's Midwinters.

Dec. 5-6 – Cal Sailing Club Open House. Come and take a spin in Lido 14's, Pearson Ensigns, and Pearson Commanders, then have free beer and/or coffee. 845-3484.

Dec. 6 – Midwinters at Golden Gate YC and Coyote Point YC. CPYC race starts at noon. Call Bill Ryan for more info at 574-0672.

Dec.6 – Lake Merritt Midwinter for small boats, El Toros to Zephyrs with everything in-between, including 505s, Fireballs, Lido 14s, Snipes, International 14s, Day Sailors, Sunfishs, Lasers, Flying Juniors, 420s and C-15s. Skipper's meeting at 10:00 a.m., first start at 10:30 sharp. Sailing in the heart of downtown Oakland. Dan Ouellet, 1353 Grove St., Alameda, CA 94501, 865-5905.

Dec. 6-7 – Special showings of *"Pacific High"*, Roy Edward Disney's chronicle of the Enchilada Derby, aka Newport to Ensenada Race. Showings on Sunday, Dec. 6 at 5,7, and 9 p.m.; Monday Dec. 7 at 7 and 9 p.m. $4.00 general admission. The Fox Theater, 2215 Broadway, Redwood City, CA 369-2960.

Dec. 12-13 – Metropolitan YC Midwinter.

Dec. 15-26 – Southern Cross Cup Series, Sydney, Australia.

Jan. 2-10 – International Boat Show, Moscone Center, San Francisco, CA.

Jan. 8-17 – S.F. National Sports & Boat Show, Cow Palace, San Francisco, CA.

Jan. 30 – San Diego YC Race to Manzanillo, aka Bo Derek land. Entry deadline is Jan. 4. For IOR boats only. The Santa Cruz 50's will be sailing for their World Cup at the same time. For more information, call the San Diego Yacht Club, (714) 222-1103.

Feb. 12-20 – MEXORC, lots of south of the border IOR racing. Stay tuned for details.

Feb. 26 – SORC, Florida & Nassau. Valid measurement certificates required.

Send your Calendar notices to *Latitude 38*. We close on the 22nd of the month; magazines reach distribution points by the 7th of the following month. Send early; send often.

CALENDAR

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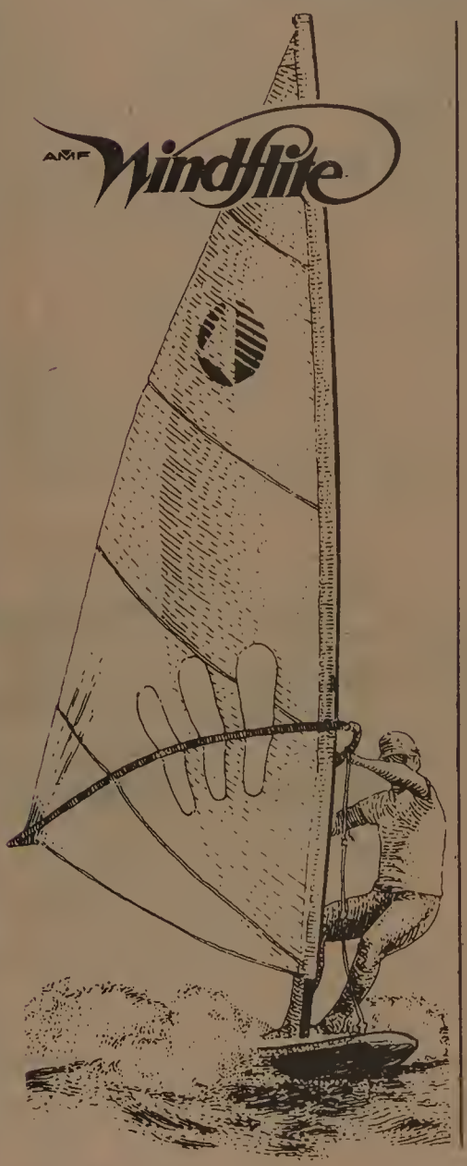

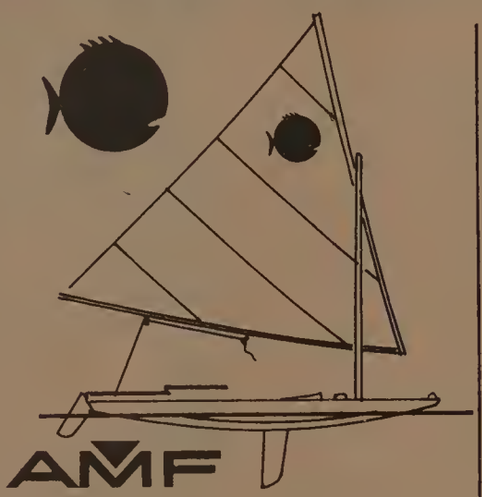

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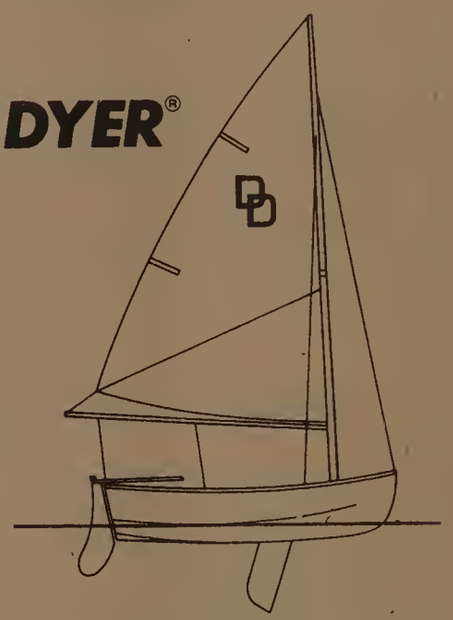

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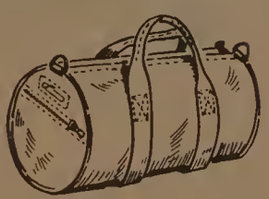

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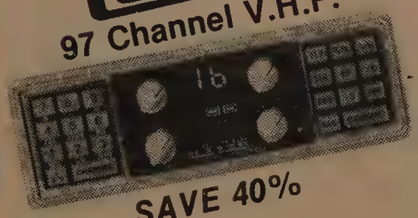

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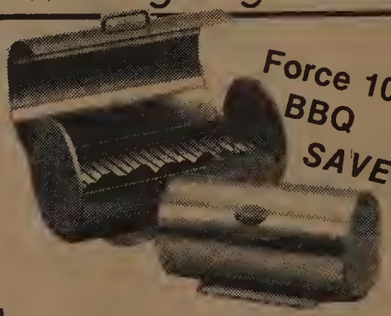

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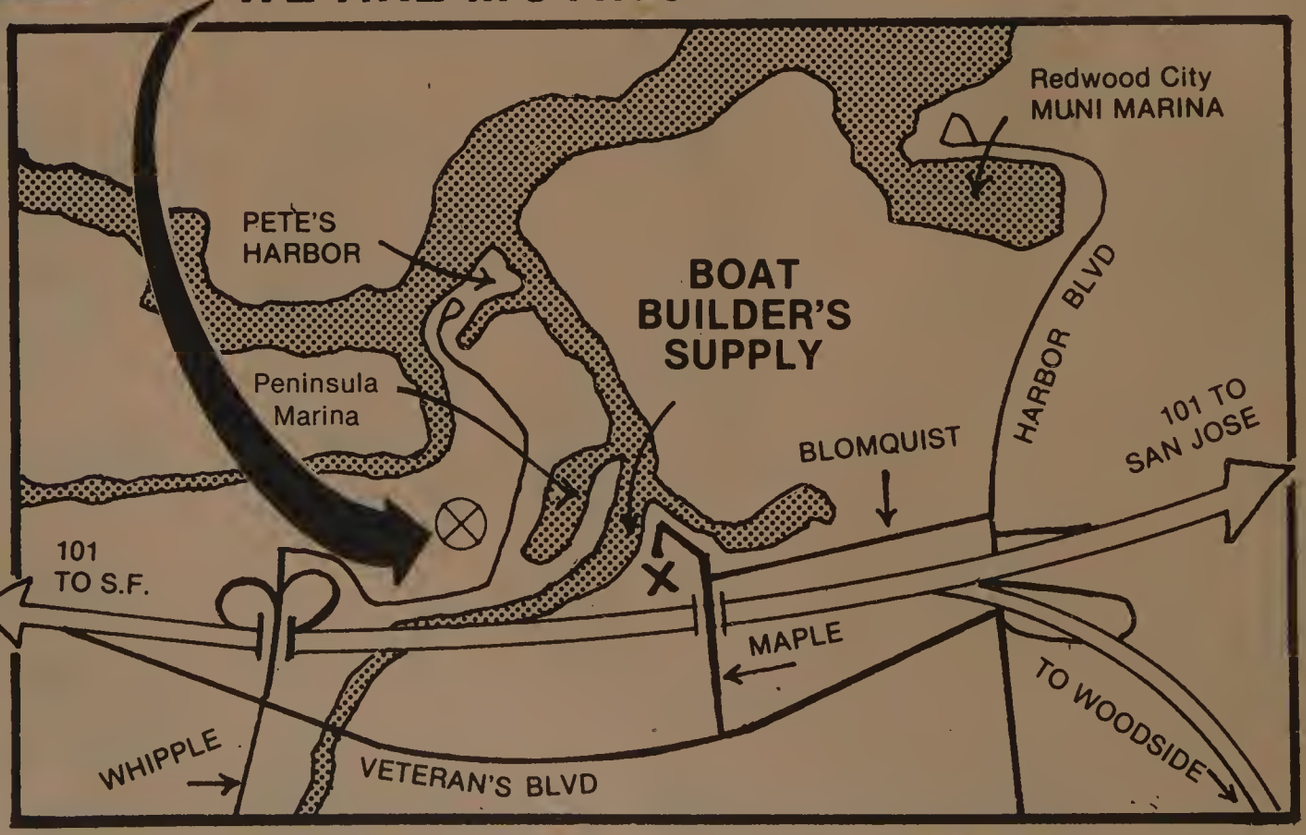

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Mike Lampe Yachts

Dufour **O'day** **Valiant** **SWIFT** by Sparkman & Stephens

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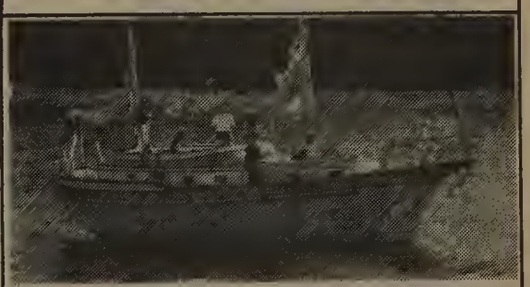
VALIANT 47'. Cutter, LOA 47', LWL 40', Displ, 30,000 lbs., S.A. 1,100 sq. ft., Draft 6'3". Fast cruising cutter rig designed by Bob Perry. MLY is currently sea trialing vessel. Possible leaseback & tax advantages avail. Sailboat of the decade heritage. Only 2 boats avail. in next 12 months. Base $236,000 w/$20,000 price increase soon.

VALIANT 40'. Cutter. Cruising boat of the Decade!! 3 avail. from $85K. Almost new '79 on Great Lakes, st winches, 55 hp dsl., full spinnaker, Signet 4000 sys. Owner motivated $160,000.

VALIANT 32'. Cutter. '79, whl., st winches, Westerbeke 25 dsl., Hood Sea Furl, last production 32 built in U.S. Custom side staterm., bank repo w/possible financing of $55K. Offered at $75,000.

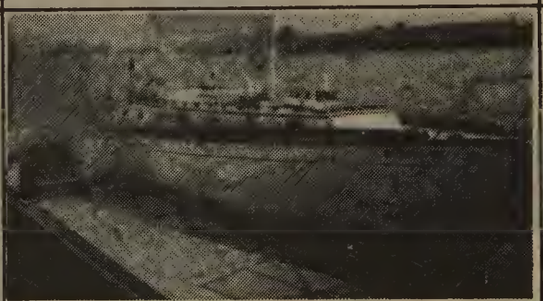
DUFOUR 46'. Ketch, finest inside helm cruising boat avail. in her class. 600-mi. range under dsl. power. Sail power for the world. French elegance, teak deck, avail. w/leaseback & tax credits from MLY. Base $210,000. Ask Dr. Don Rose!!

46' IRWIN. '80. Ketch, dsl., generator, self-furling, bristol, excellent liveaboard. Owner will consider R.E. trades, T.D., & all offers. Offered at $140K.



43' ENDEAVOR. '79, ketch, only avail. model on West Coast, launched in '80 & sailed very little by absent owner. Owner will consider financing or possible loan assumption. Motivated! Submit $139,500.

37' FISHER MOTORSAILER. '77. Ketch, 80 hp dsl., British pilothouse luxury, owner has maintained vessel in new cond. Self-furl, Signet, refrig., VHF, extensive inventory for full world cruise. Offered at $125,000.



LAPWORTH 47' CUSTOM. "Naulu IV" is a well known racing sloop that has been continually upgraded & maintained. Her equip. inventory is 2 pages long. Bristol, over 12 bags of sails, seriously for sale, ready for fast world cruising. Offered at $125,000.

DOWNEASTER 38'. Cutter. '76, dsl., equipped for world cruise w/2 pages of extra gear. Bristol! Owner will finance on contract of sale. Offered at $84,750

PEARSON 323. '77, this well equipped cruising design from Bill Shaw comes w/a Volvo dsl., H/C pres. wtr., teak cabin sole, extra bow water tank, kero. stove w/an oven, dorade vents & a dodger priced well below replacement value — reduced to $45,000.

CUMBERLAND (STEEL). '72, sloop, sistership to "Iceburg". When it comes to strength, there's nothing like steel. This aft-cabin steel boat has been well maintained & equip'd. She has teak decks, Volvo dsl., 31' overall & displaces 10,500 lbs. Asking $33,000.

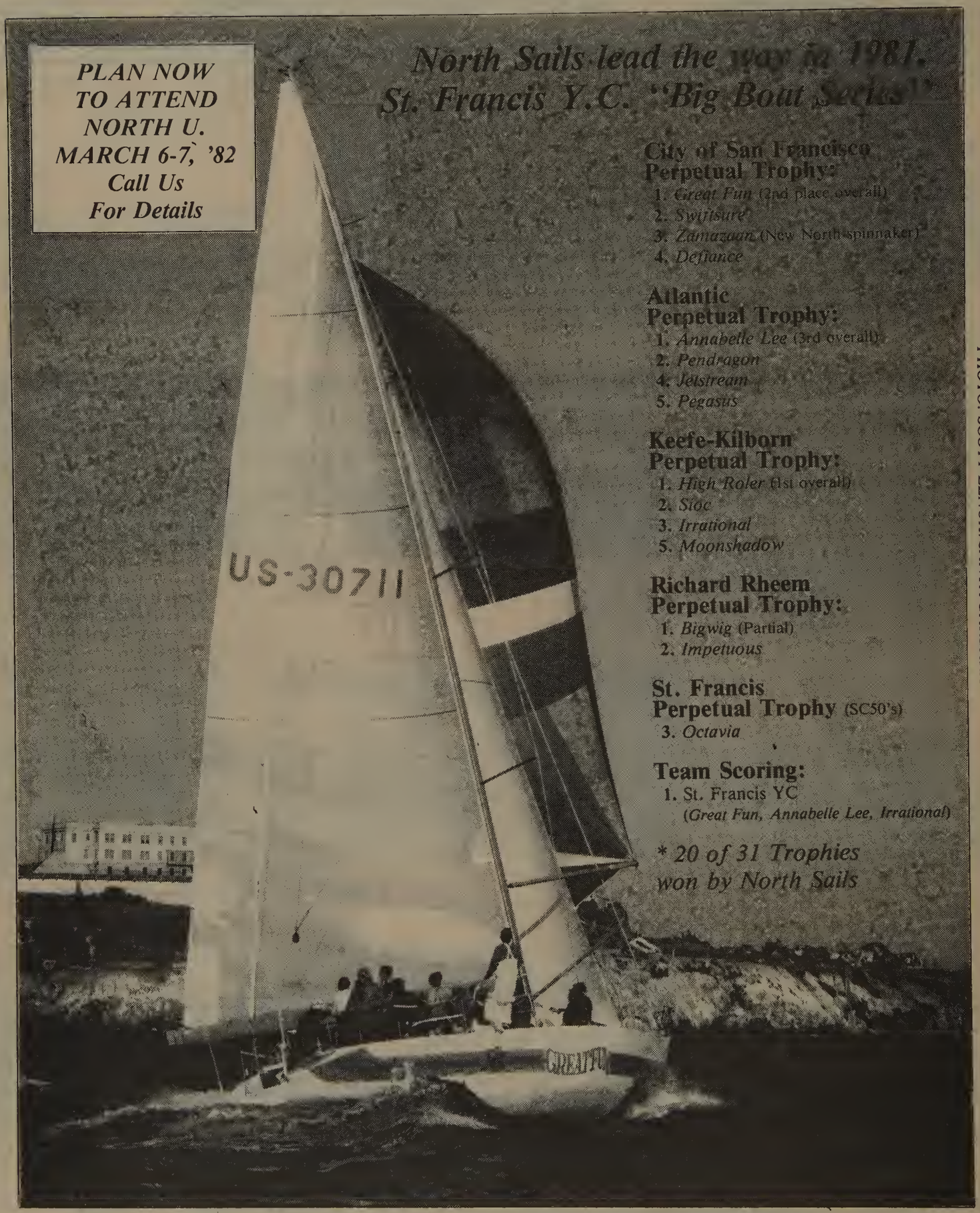
SWIFT 33'. '79, designed by S&S & built to Lloyd's specs. She's 32'9" on deck & 26'9" on the waterline. Her 11'3" beam provides a spacious main salon & galley area. The Swift 33 is avail. at $62,950 & comes complete w/the standard sailaway package. [We also have avail. a Swift 36 & Swift 40.]

AN EVENING WITH ROBERT PERRY

You're invited to meet Bob Perry for an informal presentation on his concepts of sailboat cruising design.

FRIDAY, NOVEMBER 6, 1981, 7:00 P.M. MYL Conference Room. Please Phone Your Reservation. Beer, Wine & Coffee.

BIG WINNERS GO NORTH*



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North Sails lead the way in 1981.
St. Francis Y.C. "Big Boat Series"

City of San Francisco Perpetual Trophy:
1. *Great Fun* (2nd place overall)
2. *Swiftsure*
3. *Zamazaan* (New North spinnaker)
4. *Defiance*

Atlantic Perpetual Trophy:
1. *Annabelle Lee* (3rd overall)
2. *Pendragon*
4. *Jetstream*
5. *Pegasus*

Keefe-Kilborn Perpetual Trophy:
1. *High Roler* (1st overall)
2. *Sloc*
3. *Irrational*
5. *Moonshadow*

Richard Rheem Perpetual Trophy:
1. *Bigwig* (Partial)
2. *Impetuous*

St. Francis Perpetual Trophy (SC50's)
3. *Octavia*

Team Scoring:
1. St. Francis YC
(Great Fun, Annabelle Lee, Irrational)

** 20 of 31 Trophies won by North Sails*

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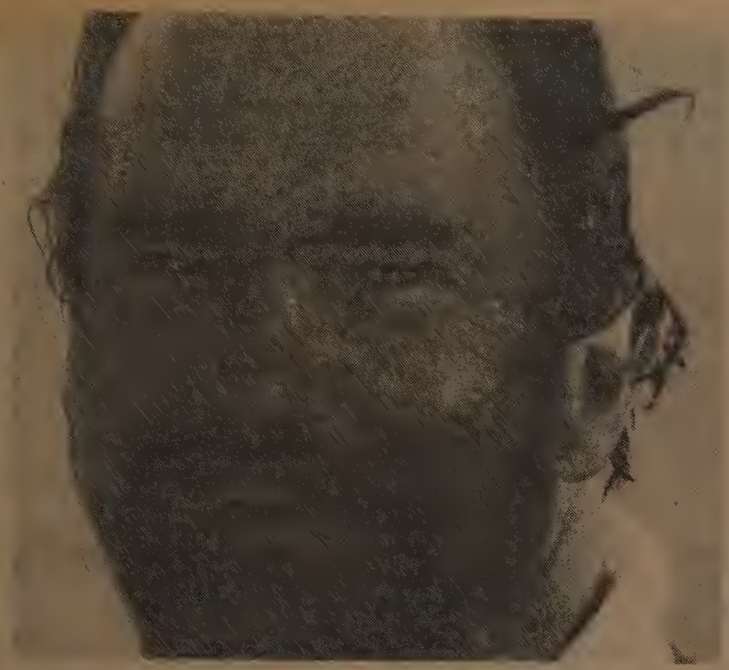
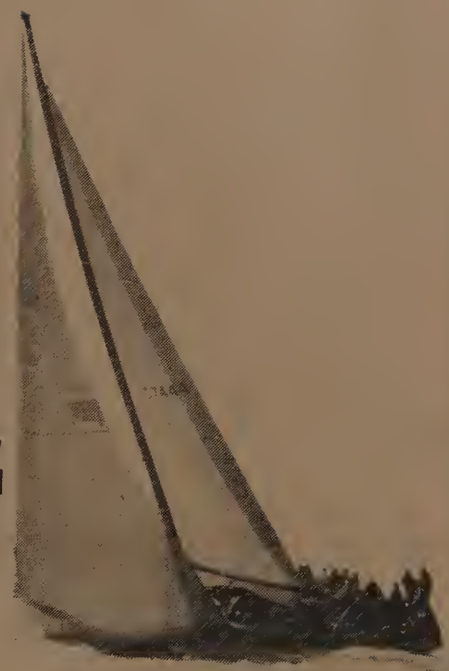




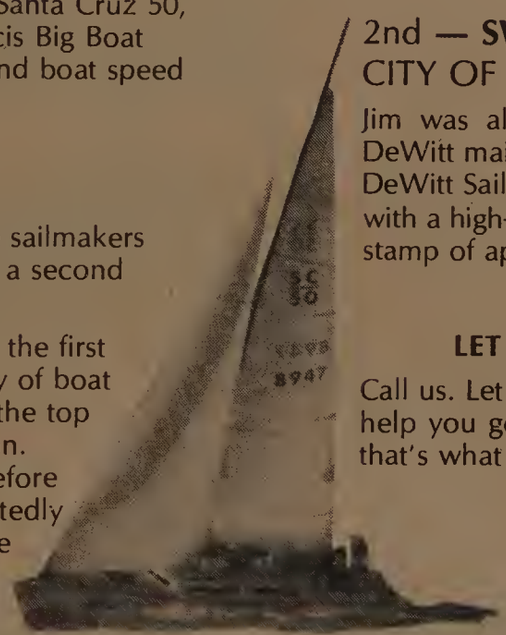
THE LOOK OF A WINNING SAILMAKER

Jim DeWitt after DeWitt-powered Santa Cruz 50, **Silverstreak,** captured the St. Francis Big Boat Series Perpetual Trophy with upwind boat speed to burn.

1st ON **SILVERSTREAK** — PERPETUAL TROPHY

Eight Santa Cruz 50's racing — five sailmakers represented. And nobody sends in a second rate effort to try to win this series.

Results: **Silverstreak** ran away with the first two races with an awesome display of boat speed to weather. She sailed over the top and out from under the competition. Higher and faster. For two days, before the third race, one sailmaker reportedly made a frantic effort to improve the performance of their "50" by banging out a new jib. To little avail. In the next race, **Silverstreak** finished 2nd (her hydraulics broke just before the start), but then chalked up another first in the fourth race. The last race was a sparring match between **Silverstreak** and the 2nd place boat — the only one left with a mathematical chance of beating them. **Silverstreak** strategically pulled her contender out into "left field". They finished 5th, **Silverstreak** was 6th — making it an easy series victory.



2nd — **SWIFTSURE** — CITY OF SAN FRANCISCO SERIES

Jim was also pleased with the performance of the new DeWitt main and jib on 58' Frers designed **Swiftsure.** Using DeWitt Sails' latest computer system, Jim designed the main with a high-tech kevlar-plied leach. And the jib got a "perfect" stamp of approval right out of the bag.

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Clipper 26	1974	OB	$5,900
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Vega 27	(2)	Diesel	from $21,500
Santa Cruz 27	(3)	OB	from $22,500
Ranger 30	1978	Inbd., loaded	$44,500
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Rhodes 32	1938	wood diesel	$29,000
Erickson 35	1971	Inbd	$46,600
Bounty 44	1979	Diesel, loaded	$145,000

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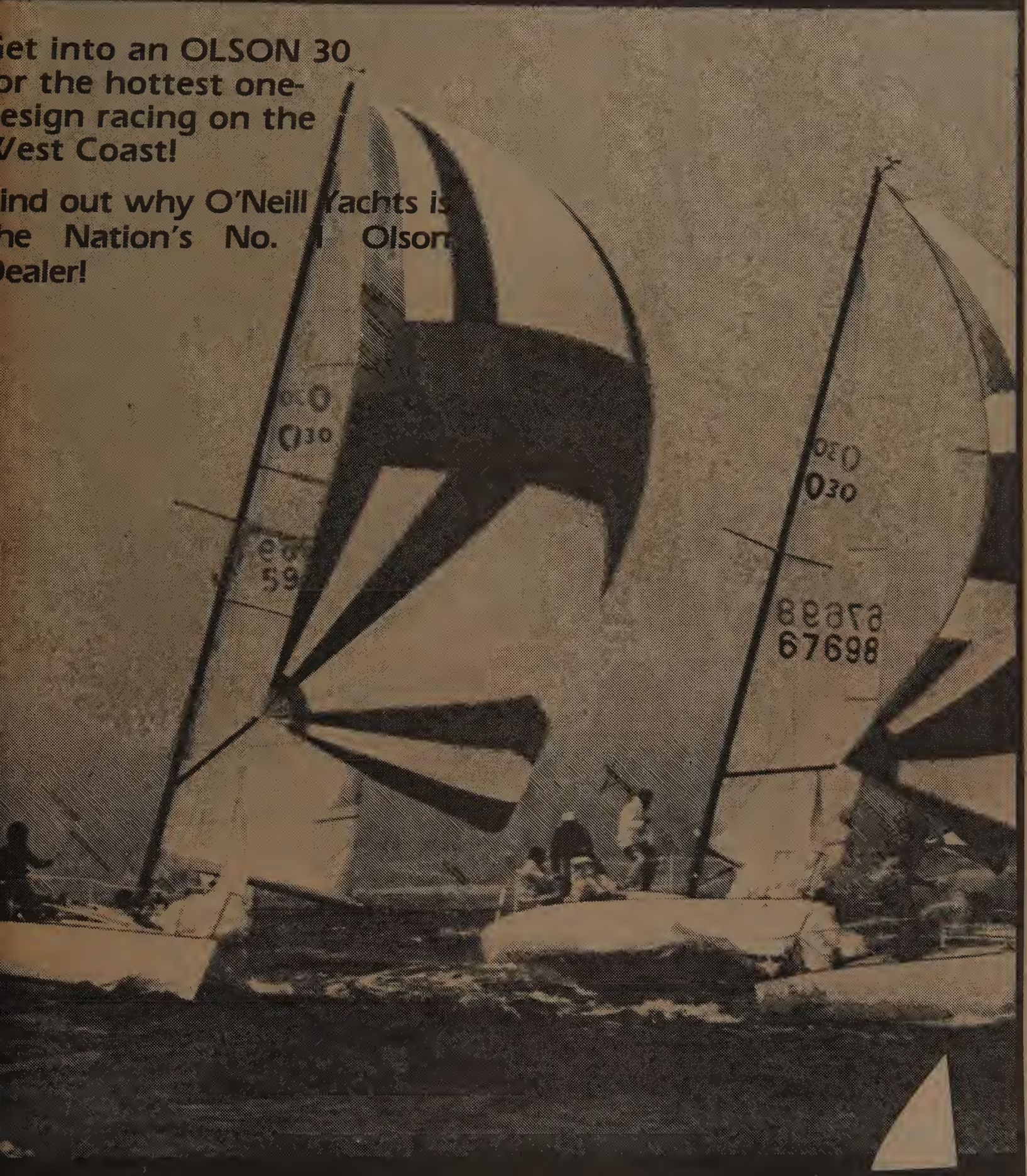

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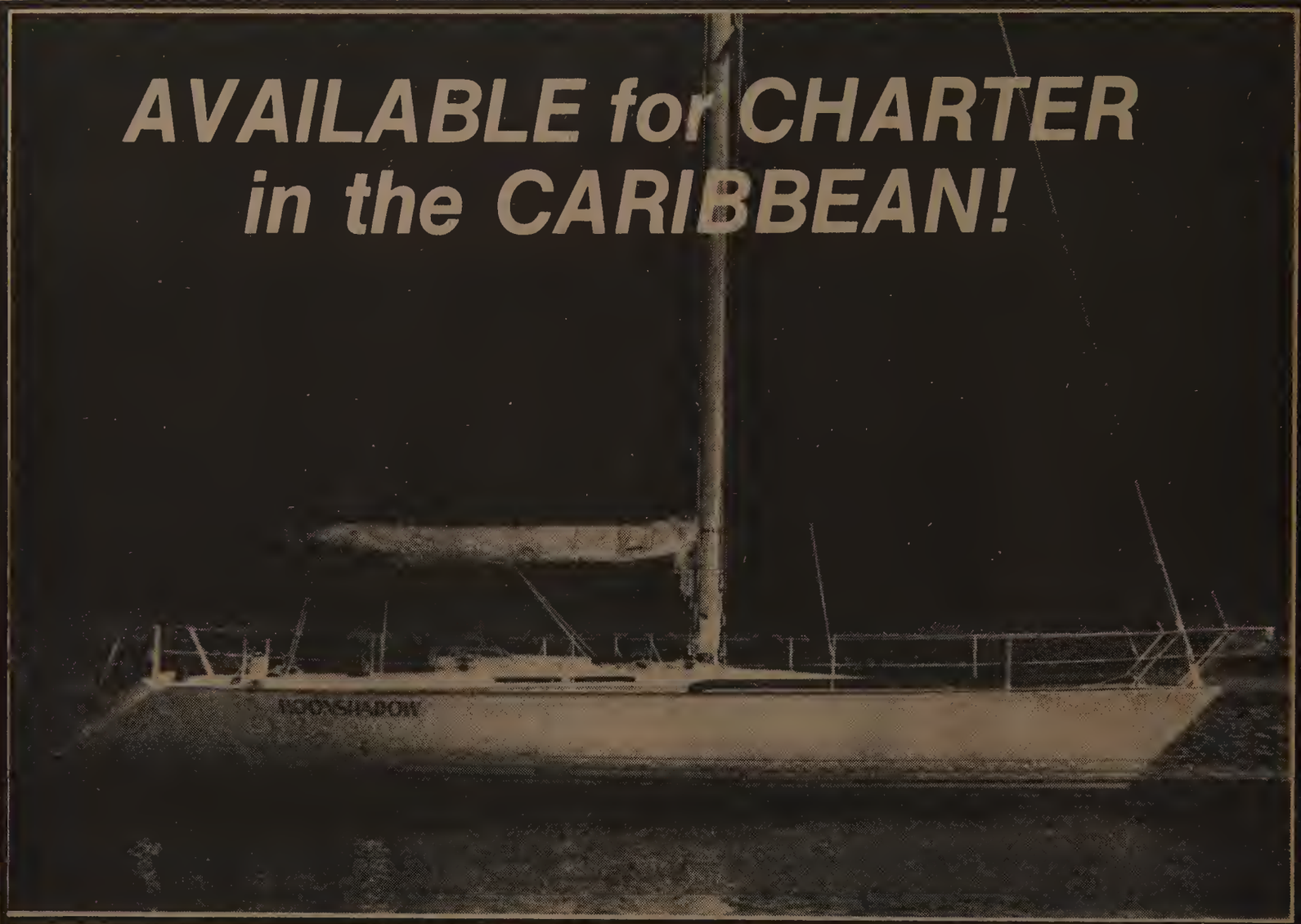

Serendipity Yachts has expanded its operation to include distribution of Quality European Performance Yachts, Performance Brokerage, and Performance Charters.

The charter yacht pictured above you might recognize as the same design that has won every major grand prix race in the world in the last two years, most recently: 1981 S.O.R.C., Division C TransPac, 1981 Stone Cup, Division C Cabo San Lucas Race and 1981 San Francisco Bay Division A I.O.R.

Moonshadow was built in our new manufacturing facility in San Rafael. She is destined for charter service in the Caribbean and has all the amenities you would expect in a charter vessel: luxuriously appointed teak interior with aft cabin, refrigeration, hot and cold running water and shower. You might recognize *Moonshadow* as one of the division leaders in this year's Big Boat Series, which her owner entered as a shakedown before her cruise to the Caribbean.

Surprised? We're not. At Serendipity the speed is molded in.

So whether you're interested in a performance charter yacht, the next contender for the S.O.R.C., or simply a luxuriously fast cruiser, call Serendipity your full service organization.

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Moore Success!

At the Moore Nationals last year, only one boat (B 52) had HORIZON SAILS and they won. This year, additional boats competed with HORIZON equipment. Check the results: Moore Burgers came in first, with Jalapeno placing second — both are HORIZON boats.

If you race your boat, then you owe it to yourself and your crew to talk to the experts at HORIZON. You'll be glad you did.

Late Flash! HORIZON boats finished 1st, 3rd & 6th at the J24 North Americans.

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LETTERS

□'DOC' PRESCRIBES THE 'SAILING'

Sailin' ain't just sailing your boat, racing or cruising. It's lying in the cockpit, relaxing with a cold beer and taking in the sights around you. It's watching the beautiful, white egrets as they stalk anchovies. They strut slowly and gracefully along the pier and between the boats. They stop, peer into the water, lean forward and suddenly their heads dart forward just below the surface. A shake of their heads to get the water off and the anchovy disappears down the long slim throat. Seldom do the egrets miss.

The anchovies finally get wise and move. Mr. Egret then starts his parade up and down the pier.

Soft F.M. music is playing as I quaff my beer. Here comes folks I haven't met before. We say Hi, talk boats, have a beer, visit awhile and find we like each other. Tied up at my berth is an experience of learning and loving folks.

The little blonde girl, with her lovely young parents, runs to greet me. Her little arms go around my neck and she kisses me.

The sharing of books and comparing stories with Bob and Mike, friendly boat owners. The cheery hello! from Mike's lovely wife as she brings supplies to the boat.

Commodore Bob's warm greeting when he and his wife passes, make one feel at home.

All the Oakland Yacht Club members who share Pier 8 with me are grand folks. My working days are over. I'm 70 years old, alone', yet thanks to all of you for making my life worth living.

My hat's off to Doug Silva and Champe harbormasters and friends. The harbormasters office is a pleasure to visit. An attractive lady with a great personality takes care of any business in Doug's absence.

My partner Bob Kampermann is the guy who owns the minesweeper tied up at the Fruitvale Bridge. He just had a hip operation, so we haven't been sailing too much.

Here he comes now, laden with beer and sandwiches. Well, whether we sail or sit in the cockpit, my partner and I will both be glad we're here.

If you ever come by, say Hi, have a beer and maybe we too will be friends.

Doc Schmidt "W.E."
Oakland

□BACKGROUND

This letter is in response to your article on Nicaragua in the October Changes in Latitudes. I can't take issue with the shooting incidents, but I would like to comment on the tone of the article. I'm an importer who goes to Nicaragua frequently. I have seen the differences before and after Somoza. The Revolution is treated with great empathy, particularly by the poor whose quality of life has greatly improved. Their identity with the Revolt is strong. Due to this country's hostility toward Nicaragua I wouldn't believe everything that I read.

Yes, things are bad economically there, that's why we should support that country in its hour of need., They inherited a huge deficit (over 300 million), a ruined economy (Somoza destroyed all the factories and means of production before he left), a decimated population (over 40,000 were killed in the revolt and earthquake).

But this does not answer the question of what to do when fired upon. All I can say is that the Caribbean coast of Nicaragua is rich in its pristine beauty, and the Corn Islands are worth the trip.

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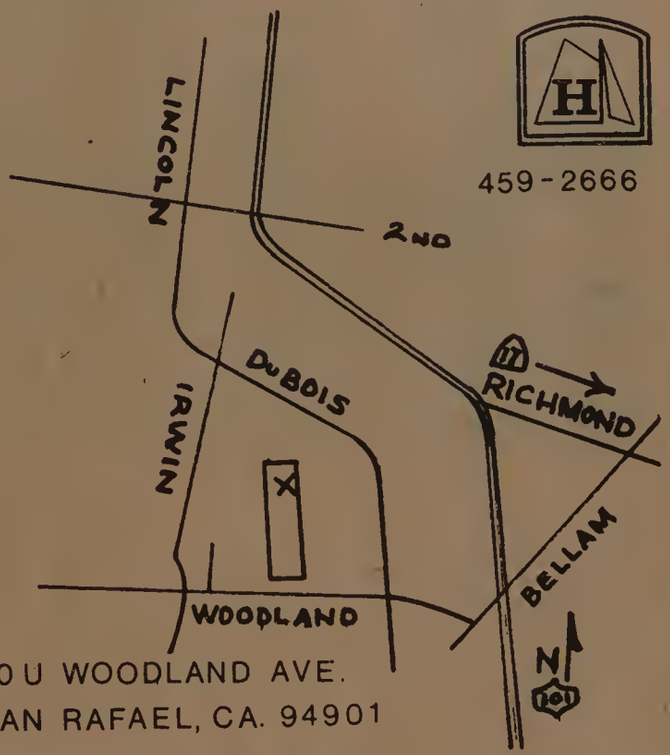

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THE STORM TRYSAIL

The Freya 39, *"Foxglove"*, belongs to Roy & Tee Jennings who have had many miles of cruising experience, including four trips to Alaska and one TransAtlantic crossing. They believe in storm trysails and wouldn't leave home without one.

The storm trysail is probably the most important sail in the deep water cruising boat's inventory. Boats smaller than 30-ft. and of light to medium displacement can get along quite well with a 3rd or trysail reef in their mainsail. However, they should be aware that if their boom is too light and the main sheet is led to the booms after end only, a severe load will be imposed on the boom where the 3rd reef clew is located.

The trysail is asked to either sail the boat in winds over 40-50 knots, keep her balance and help heave her to. Naturally, this calls for a much heavier weight dacron than the mainsail. The best method for hoisting the trysail is on its own separate track placed along side the mainsail track and if this track is carried on down to near deck level the trysail can be bent on and always carried there ready to hoist. Most people sheet the trysail to a special padeye on deck. Another location that is often used, if the sail is designed for it, is the 2nd mainsail reef outhaul. The reef outhaul is removed from its padeye and main reef cringle, passed thru the trysail clew cringle and tied back onto the padeye. This is an excellent system as the main sheet and traveler are used to control the sail provided the main sheet blocks are forward of the boom end and somewhat close to the reef area of the boom.

The area of the storm trysail should be about 25% of the mainsail area. Its head should be landed close to the lower shroud attachment on the mast and its clew positioned so as to be sheeted either with the 2nd reef gear on the main boom or to deck.

We at Sutter Sails have experienced the use of storm trysails at sea and understand the importance of correctly shaping and constructing them to properly carry out their job.

Please feel free to call Sutter Sails if you have any questions pertaining to cruising or cruising sails.

Harbor Drive, Sausalito, CA 94965 (415) 332-2510

LETTERS

P.S. — I love your sailing sheet, keep it up.

Down in the Banana Republicer

B.R.'er — We've always advocated being at least mildly skeptical of everything in print, and we certainly would be hesitant to put absolute faith in a Wall Street Journal *article's evaluation of the Sandinista Revolution. Consequently the tone of our article evolved at least as much from conversations with sailors who have stopped there as with what was written in that particular article.*

However, we would certainly consider ourselves to be a poor source of information on the status of life in Nicaragua.

□A'MAZING' *GAELIC*

Yes, *Gaelic* did arrive on the maze, but how? We too were out to see the Big Boat Races, my broker, who shall be nameless because the market had not closed when we left the dock, but he is with the quiet one, E.F.H. Co.; and, my collegue, a fellow podiatrist from Hayward. We saw the starts that were really great, tho had a job avoiding those readying for the next start. Winds were great — we registered 30 knots at times — better than previous Series. Thought we would like to see the boats under spinnaker coming down from the St. Francis Y.C. marker.

Went in to Pier 39 at the South east entrance. Confronted a power boat approaching on the Port side. Felt the current being quite strong. It appeared we had room to jibe around, but at the time thought it would make a good place to see the races; at that moment either Father Neptune or the good Lord placed me on top of the maze then deserted me. We saw the races magnificently. When *Zamazaan* went by it was quite a thrill because three of the *Zams* crew sails on *Gaelic* in Y.R.A. Series, including my son, Bill Ormond, *Gaelic*'s owner.

I am sure they were so stunned seeing *Gaelic* in that predicament that they did not make up the point needed to beat *Swiftsure* out and take second place — maybe we could share some of the blame. With thoughts of calling a commercial tow boat or Helicopter to get off the next morning because of the failure of the Coast Guard and their 300 h.p. power boat, Father Neptune came again to the rescue. The diver, posted aboard overnight, said in the middle of the night the great surge came and alas, *Gaelic* was floating.

Harbor Master George Hagerman phoned and said come and get *Gaelic* from the guest dock. We thank George for his great assistance and advice during this ordeal and also the other boats that aided us including the Coast Guard. Now my companions ask if I am tired!

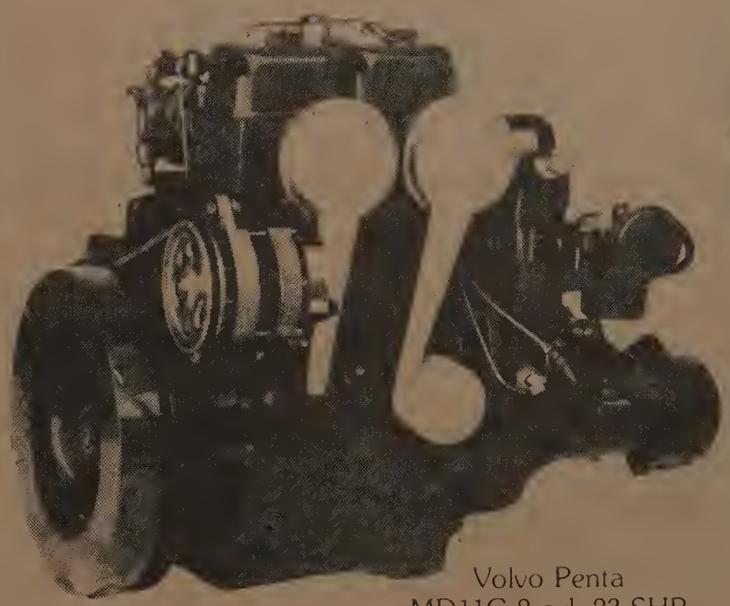
Charles S. Ormond
Oakland

□MOUNTAIN MADNESS AND BUOY BLUNDERS

Please find enclosed a check for a Christmas subscription for a brother of mine who needs cheering up in Colorado. He suffered from Mitsommersnachtwaldeinsamkeit (the solitude of being alone in the middle of a forest in the middle of the night in the middle of the summer). Land-locked, a mile above sea level, he is reduced to sailing fantasies. He wants me to send him a sextant, presumeably so he can locate his house in Boulder. *Latitude 38* is the best, and he'll love it.

This summer I observed a couple of new methods of anchoring (buoy-ing?) at Ayala Cove which I would like to add to the growing list. (1) Nervous skipper and girlfriend on first sail in new Vega 25 can't find two buoys, so in the dark follow the instructions of drunkest

1894 Was A Very Good Year



Volvo Penta
MD11C 2 cyl: 23 SHP

Rudolf Diesel's first successful compression ignition engine ran under its own power in February of that year. His vision of an efficient and durable prime mover was on its way to becoming a household word.

By 1900, the diesel engine had found its first transport role in marine propulsion. And in 1907, Penta produced its first marine diesel.

Since those early days, Volvo Penta marine diesels have become world renowned for durability, reliability, and efficiency. From 7½ to 384 shaft horsepower, Volvo Penta diesels are designed and built to meet your most arduous power requirements.

At *Eskelund Marine*, in keeping with this tradition, the powering of your vessel receives conscientious and comprehensive attention to detail: from the determination of your specific requirements to the maintenance of your investment at peak economy and dependability.

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LETTERS

sailor in the harbor, loses his only anchor and rode (first time it ever got wet). He has no other line aboard. The story ends up with the couple down in deep embrace, happily "halyarded" two feet from at least three difference nervous skippers who all feign nonchalance. (2) Islander 30 seen attempting numerous tie ups for over an hour, husband and wife raging at each other, at which point they gave up and left. (3) The best yet was a fully crewed E32 which spent 45 minutes trying to effect a hookup between two buoys, they then left, came back and the skipper simply jumped overboard with two lines between his teeth. After successfully tying onto one buoy, the tide allowed him to practice his Jack Lalain (sp?) act as he tried to pull the whole anchorage against the tide as he swam to the next buoy. I could hear him muttering about the way they did it at Annapolis.

Feel free to print any, all, none of this letter. Again you folks are the best. On second thought, send a subscription to me as well, I spend too much every time I go to get *Latitude 38* at Al's Marine in Redwood City.

Al Fricke
San Mateo

□IF BOATS COULD ONLY TALK

It seems to me that many interesting stories could be obtained by visiting boat builder yards. The years that they put in on a future dream and some don't have any sailing experience.

In '68, I met four ex-cops that built a 40-ft. trimaran and were going to sail it around the world with only one person having some day sailing experience. The boat was set up like a Play Boy pad, but no marine radio, raft, etc. When asked, they described how easy and unsinkable the boat was; and if they ran into a storm or fog, they would hove to and party until it was over.

They did encounter a storm that stove in a front picture window and took on lots of water so in L.A. they put the boat up for sale.

The man who wrote *The Art of Zen and Motorcycle Maintenance* also wrote a short article for *Esquire* called "Cruising Blues" which was about people's dreams of sailing and the reality of it. If you can't find it, I will be glad to make a copy for you. I think that you would do an excellent feature on this topic.

Dick Linehan
Redwood City

Dick — We've been threatening to do a boatyard story for several years now, and think one may actually be close to fruitation.

When "Cruising Blues" was published in Esquire *about 2½ years ago, mention of it was made in our Sightings section. If we recall correctly the thesis was that the sometimes foreboding sense of solitude you feel when you're alone with the clouds and the sea is genuine reality. That the urban madness we've all come so accustomed and addicted to is not reality, but a new-fangled and perverse distortion of 20th century man.*

It was a peculiarly soothing article, written by Robert Pirsig. With a little research readers will be able to find it at many libraries.

□DEFUZZING SAT.NAV.

As Southwest Area Manager for Racal-Decca Marine, Inc., I picked up an August issue of *Latitude 38* as I am wont to do when I see a publication concerning boating.

The August issue contains an excellent article entitled "Idiot's Guide to Sat.Nav." I read it thoroughly, paying particular attention to the magic words "Decca 801" whenever and wherever they ap-

R. Belforte's Wilderness 21 "Heidi"

photo by Miles Ringle

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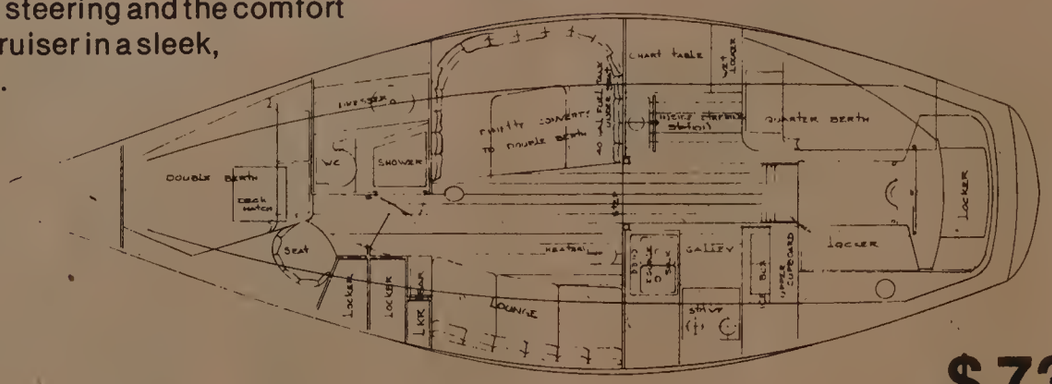

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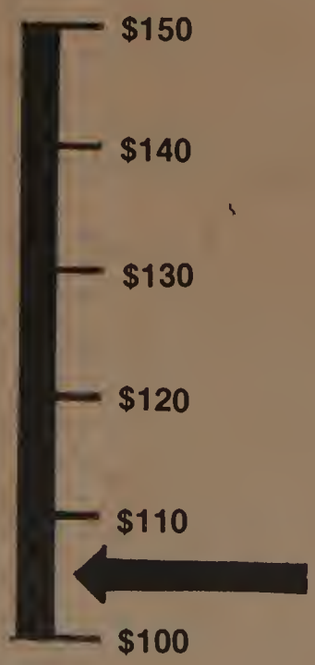

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peared. I also forwarded a copy to the Navy Astronomics Group at Point Mugu in Southern California which is responsible for the Transit system.

I would like to point out one small error in your otherwise excellent article's research. The Navy does not 'fuzz' the transit signals to decrease the accuracy of the position fixes and in fact is working with the equipment manufacturers to increase accuracy by including more information in the satellite message. The Navy is only waiting for the manufacturer's agreement on where in the message the information can be inserted. Perhaps the word fuzzing crept into your research because the Air Force is funding a satellite navigation system referred to as Global Positioning System (GPS) which when completed will be more accurate than the Transit system and there has been some talk of degrading the fix information for non-military users. The GPS system is still many years away for civilian users and in light of current thinking may not materialize until much later than now predicted. If and when GPS arrives it will provide the use with three dimensional continuous fixes, lat, long & altitude.

Once again I really enjoyed your article and the magazine in general, keep up the good work.

Peter D. Provost
Newport Beach

Peter — You're right, we got 'fuzzed' a bit there distinguishing the Sat.Nav and GPS systems, but thank you for correcting our confusion.

Our readers may be interested to know we'll be able to give a first hand report on using a Sat.Nav. in our next issue. We shamelessly asked Mr. Provost if he might happen to have a spare Sat.Nav. laying around that we might use in the La Paz Race; he said sure, and that he'd even be willing to help us hook it up. We're anxious to see how it all turns out.

□LOST TREASURE!

I would like to make an appeal to the readers of this great magazine — but first I would like to praise the film *600 Days to Cocos Island* which I was lucky enough to absorb at the Marin Vets Auditorium, Sunday night the 18th. The film was not only informative and spectacular, but a true inspiration for the many sailors who have been postponing their dream voyages of the not too distant future.

As everyone was heading home with visions of grandeur in their minds, I was driving onto the southbound 101 onramp with them. My cherished brown leather "Bomber Jacket" decided to set sail from the rail of my pickup truck bed, and I returned immediately to find it had been considerately been taken into custody.

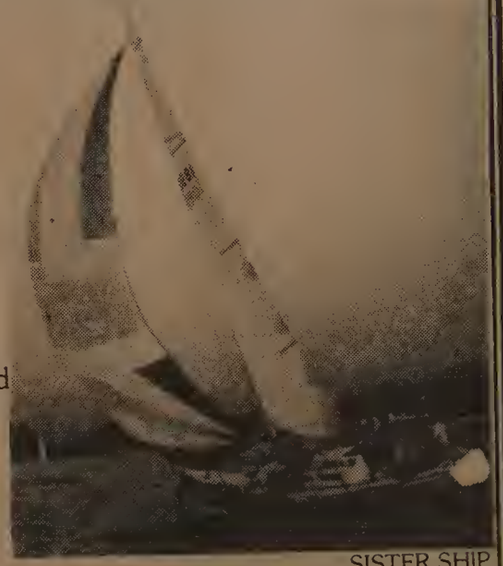
As sailors who certainly cherish quality gear that fends off the cold of a coast winter in the Bay Area, I hope one of you are lucky enough to have picked it up. Please don't turn out to be a pirate, for I have a small booty to give to the honest. Please call 726-4639 or 573-4900 ext. 5150. Thank you.

Pete Deragon

□GOVERNMENT ISSUE

Recently had occasion to visit my old friends Steve and Maggie Gibbens in Washington, D.C. Steve and Maggie are long time bay area sailors having owned both a Trintella and a Moore 24 (*Quick Silver*). They are now braving the world of Washington politics but without one of life's necessities your "Magazine". So please include

Sail Your Tax Shelter



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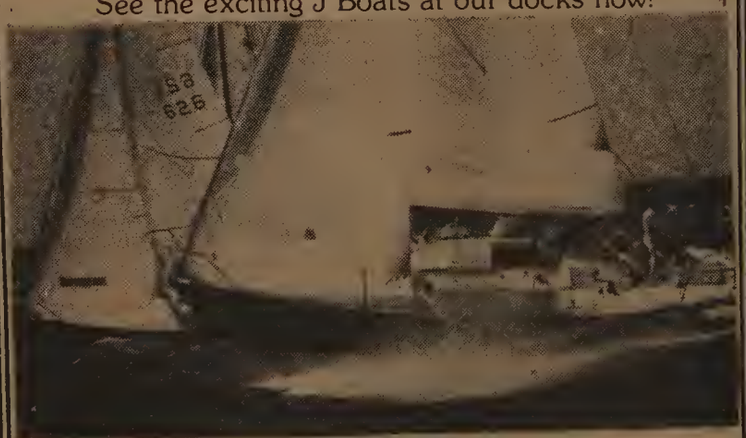

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LETTERS

them on your subscription list (check enclosed).

Steve and I had an opportunity to visit the Annapolis show on Saturday (10/17). Our choice of days left a lot to be desired. What a MONSTER of a show. The crowds were comparable to 5th Avenue (NY) at noon-time. We managed a peak at the new Trintella 42, a real beauty, and after an extensive search located Ron Moore and the 24's at the far end of G dock. The Moore's had been left off the show guide and were more conspicuous in the air with aircraft and banner than in the water.

Your contribution to Flag, Country, and "Chevrolet" will be dually noted in D.C. Thanks.

Randy Teach
Stanford

□HOW COULD A WOMAN DO IT ALL BY HERSELF?

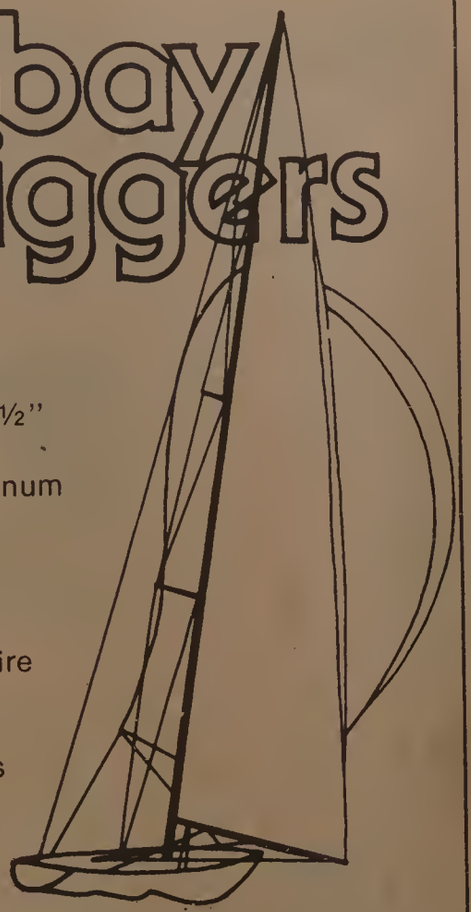
In regards to your "Ah So Kazi" contest winner in the September issue, let us just say that we did hear about it in Japan!

Since our secret sources (Tom and Trish) keep supplying us with a monthly fix of *Latitude 38*'s, we thought it only fitting to quiz a few Jananese sailing friends as to what was really going on in the "Kazi" diagrams. A few said they didn't know — A few said they thought they knew — And a few said they didn't care. But most of the people around Kiba Yacht Harbour and Murotsu Windsurfing beach in Himeji said that K.C. Bilge Rat's friend was right. Although one old Japanese sailor said something about Tibetian yacht rolling or something like that . . . we just figured he'd been drinking too much. Besides, what does he know?

Anyway, as shown in enclosed photo, we are happily showing

some excited Japanese friends the September issue of *Latitude 38*. During our informal test giving sessions of the Kazi diagrams, we discovered that most people were more interested in the article on Linda Rettie. She is somewhat of a celebrity among Japanese sailors, and most people wanted to know how a woman could sail across the Pacific like that, all by herself. (You have to remember that in Japan

bay riggers



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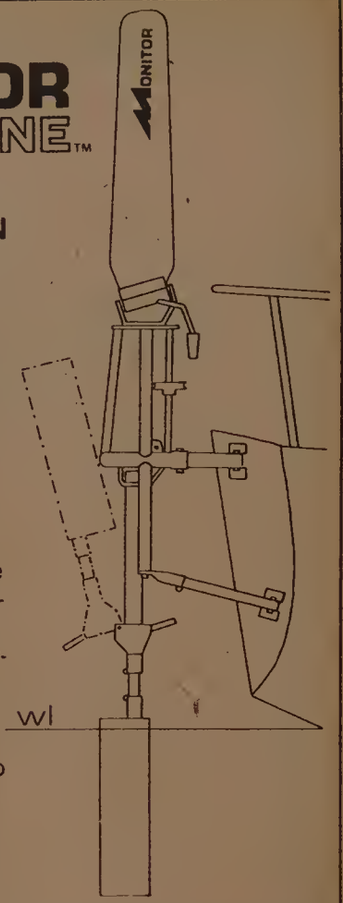

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LETTERS

most women just go shopping and wave by-by at the train stations.) We explained that in America, a lot of women do those sorts of things, but we're still not sure how that got translated.

In short, we are still wondering how Linda liked her beer and sake and raw fish over here. And also, we would like to know if she had as much trouble with coin lockers in San Francisco as she did in Kyoto. That's where one of us finally caught up with her, after her house arrest in Kobe. We liked the way she lambasted Japanese male chauvinism. The Japanese are not too used to that. But that's just the way it is over here, sort of a Jerry Falwell paradise. But at least she had a good time, right?

Well, that's all from Japan.

Lyle Reiff
Randy Terhune
Himeji, JAPAN

P.S. — Also find enclosed August issue of *Blue Wing*, the Yamaha Boat company's ad sheet, in Japanese, of course. Some great photos of Linda! Also — we had the articles translated and they didn't say anything bad — just that Linda is a typical "American beauty" and all she wanted when she hit Kobe was beer, ice cream and raw fish. That's right — ice cream and raw fish. That's what it says folks!

Lyle & Randy — We've republished part of the Yamaha spread on Linda in Sightings.

☐INTERPRETATION PLEASE!

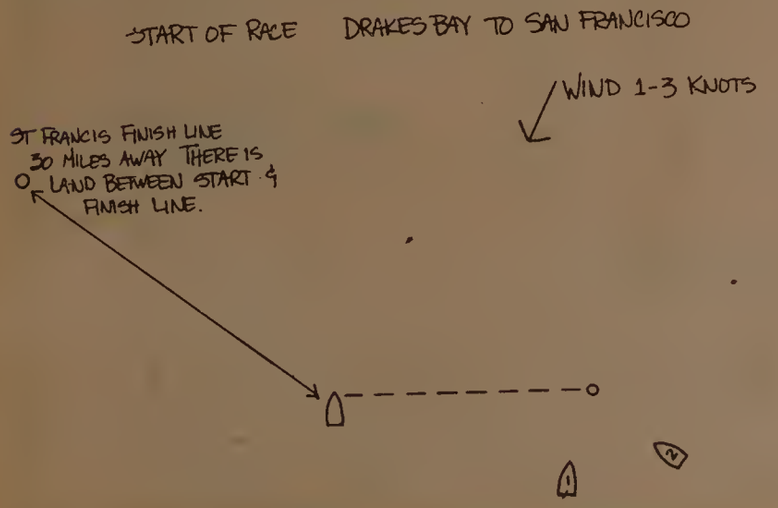
I have been reading your quizzes on the racing rules in the last two issues. I have a situation which might be of interest to the readers. Actually, I would like an answer to it.

I have been in the situation a couple of times, but in a race like the Drake's Bay race where the 1st mark is 25-30 miles away over the mountains I think that the use of the rule is absurd (by the way I am boat (2) in the diagram so the rule, if applicable, was to my advantage).

The last sentence of Rule 42.4 (1981-84 Rules) states: ". . . but, after the starting signal, a leeward yacht shall NOT deprive a windward yacht of room at such a mark by sailing either above the COMPASS bearing of the course to the 1st mark or above close hauled."

Question:

is "Compass bearing of course to the 1st mark" a direct line to the 1st mark or is it above obstructions such as mountains, or is it whatever the skipper chose as his course to the first mark.



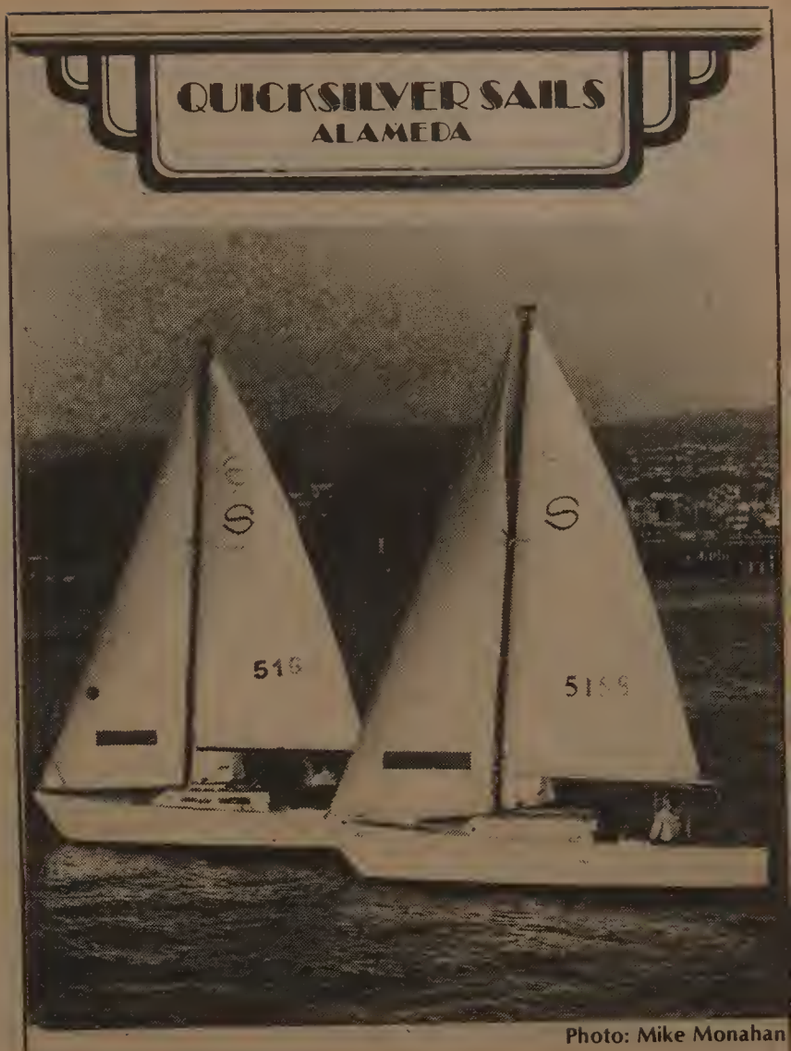


Photo: Mike Monahan

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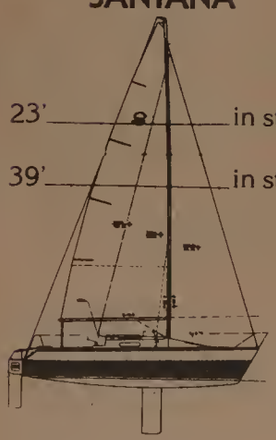

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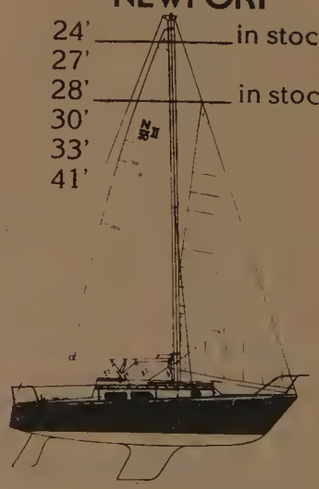

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LETTERS

Condition 1: Prior to starting gun it is obvious that boat 1 does not have to give way to boat 2 who is barging.

Condition 2: After gun does yacht 1 have a right to maintain her close hauled course thus depriving the barging boat of room at the mark or must she sail her compass course toward the St. Francis finish line (30 miles away) until yacht 2 can clear the line (as required by the last sentence of Rule 42.4 of the USYRU rules for 1981-1984)?

This situation occured in this year's Drake's Bay race. Boat speeds were on the order of 1 knot at the start and of course the boats have to sail much higher then a compass course to the 1st mark in order to clear the mainland a few miles ahead.

Ted Fallas
Newport 41 — *Fallas Sea*
San Jose

Ted — We'll humbly pass this question on to racing rule authorities in our readership so as not to embarrass ourselves with an improper answer.

☐ABSOLUTELY CORRECT

Re:J Pg. 122, October issue.

There is nothing wrong with "this drawing". There is, however, a big lift on the right side of the course.

Best regards and keep up the outstanding work.

Colin Case
San Francisco

☐GEORGE RUHLAND

Just a note to let you know that George Ruhland died in May.

He enjoyed reading your magazine so much. Also appreciated your publishing his letters and pictures.

Frances Ruhland
Santa Cruz

☐COMMENTS PLEASE

Your publication is very good. Please maintain the quality. Congratulations on your ability to cover both racing and cruising with insight, wit, and humor.

I do not race my yacht but I like to sail fast, if possible. My yacht is not competitive against newer boats and no handicapping system will make her so. Because of the bay's constantly changing wind and tide conditions, competing boats that are widely separated by distance or ability sail completely different races. Only boats that are already closely matched benefit from handicapping. It would be Herculean to accomodate completely the hundreds of possible bay racing fleets with one rule.

Here are two racing formulae which may appeal to yachtsmen who are proud of their yachts but are presently denied satisfactory racing opportunites.

1. This system would be best for medium to long distance courses around a specific turning mark or between anchorages. Entrants cross the starting line, sail the required course, and cross the finish line. The winning yacht's name is then picked out of a hat. Note: All yachts compete on a level basis. There should be no impetus for carnage at the marks or apoplexy. Those who wish to fly 'chutes may; those who are shorthanded need not. Leave room at the mark and smile at your crew. Wave to the Red and White Fleet.

V.H.F. — S.S.B.

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Should this seem too tame, what prevents side bets? If two yachtsmen with similar boats wish to race boat for boat or against the clock, then they can. They must realize, however, that there is no point in intimidating the other race participants and that their personal race is sanctioned by no one. When a complicated rule structure does not exist, offensive behaviour quickly receives its necessary reward. Obviously the Rules of the Road, commonsense, and practical seamanship must prevail. The "side bettors" could choose a course, if necessary, designed to separate them from the rest of the fleet.

2. Originally an autumn or winter idea, it could also be exciting in strong, steady winds: Entrants start, the course is sailed, and the winning yacht is the boat which crosses the finish line closest to a pre-determined and specified time. No anchoring is allowed between the last turning mark and the finish. No yacht may drag anything (anchor, rope, bucket, swimmer, etc.), tie off to anything, or lie alongside anything during the last leg of the course, either.

   Yachts should endeavor to cross the finish line bow first. A graduated series of awards could be given to yachts which finish stern first or sideways.

   A falling wind would produce sudden-death situations, but winter winds on the bay are fickle for YRA participants, too. Finish lines probably should be perpendicular to the tidal stream, but season and geography allow creativity there.

What do you or other *Latitude 38* readers think? I do not intend triviality or facetiousness. Comments or suggestions would be appreciated.

Stephen R. Shyvers
Yacht *Pocket Change*
Alameda

Stephen — We don't want to discourage any suggestions on your proposals, but PHRF racing would seem to be the least complicated solution to your problems. This racing formula was developed specifically so older boats like yours can be competitive with newer ones, and in practice has worked out quite well.

It's simply not true that "only boats that are already closely matched benefit from handicapping." We've had fine races pitting our 24,000 lb. 39-footer against 4,000 lb. 30-footers under the PHRF system. And, if finishing first is not your primary goal — which seems to be the case — you can race almost as casually and carnage-free as you wish.

We think you'd find paying $5 to get a PHRF rating and trying a few races would be a lot better than going through all the hysterics, misery, acrimony, and helter-skelter of trying to organize and administer a new racing system.

□THE LEVERAGE OF THE CABBAGE EQUALS THE SQUARE OF THE HUMANOIDS COSIGNING THE LOAN

I felt I had to answer Lee Helm's comment about ►right► rudderpost rake:

The reason that forward rake (tillerhead forward of the tip) is regarded as wrong is due to the effect of the combined angles causing a reduction of effective lateral force when heeled. This effect is a function of the cosine of the rake angle so that for a normal (about 15 degrees) rake the loss amounts to some three percent.

In exchange for this loss the clearance at the most heavily loaded (chordwise) section at the rudder root is very small so that the lift-

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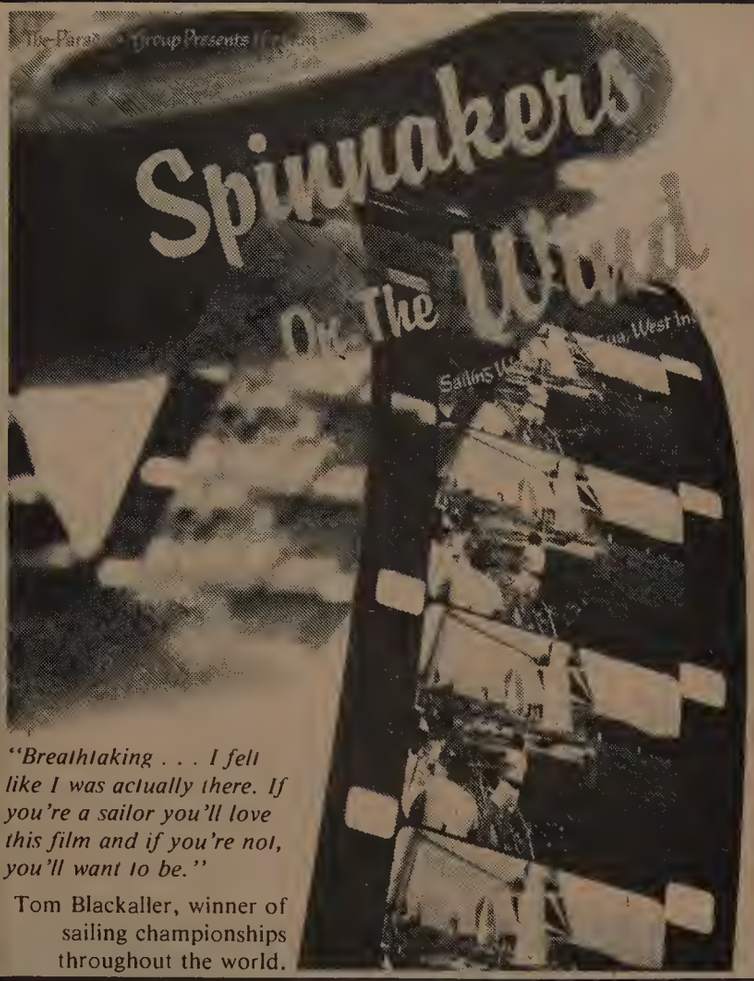

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LETTERS

drag coefficient as well as the total lift coefficient is smaller in addition, the ►right► rake causes the rudderpost to run catty-whumpus through the rudder. This can cause fabrication problems, especially with the primitive (NACA 0015) rudder sections which still seem to be in vogue, which don't have very much thickness aft of the 30% chord line.

There is simply not enough thickness to put a decent size rudder tube. In addition, the rudder is only balanced in uniform flow. If the vessel is heeled, or in a wave, the spanwise nonuniformity could cause serious unbalance.

All of this hardly qualifies the perpendicular (to the shell plate) as ►wrong►. But she is right — few designers know about the effect she is discussing.

The discussion of the ►weather helm► problem is long overdue, however. I guess it just goes to show that people don't listen; ►weather helm► means literally ►helm held to weather► not ►hard to hold►.

On another item, I thought ►triaxial force grids► were called floors and girders. Either that or my thirty year old wood boat is way ahead of it's time.

Seems to me I recall a Cal that had a steel grid that did the same job (only better, probably).

I guess I won't sell too many tupperware boats with that attitude.

Fred Krylov
Fictional Naval Architect
San Francisco

□"RARE FIND" MISSING

We noted your explanation for the limitation on copy and extra advertising in the last issue, but we were extremely saddened to see that one of the features that was cut was Andrew Urbancyzk's "Out of My Mind". We consider his column to be one of the strongest assets of your publication, and we feel cheated when his work is left out. Someone like Andy, who writes about topical subjects of interest to all sailors, is a rare find. Particularly when he is not adverse to offering opinions that run counter to the spend more — buy a bigger boat — have more prestige philosophy that underlies so many articles about new gear and sailboats.

So please, if you have to cut anything in the future, don't go "out of your mind" and leave Urbancyzk on the cutting room floor. Thanks.

A (usually) satisfied reader
Michael Day
San Francisco

Michael — Ever since Andrew started writing for us we've gotten him in 11 of 12 issues each year. That's a pretty good record, but we'll see if we can't improve.

Incidentally, our printer ordered the necessary bindery equipment so we can go up to 200 pages. Unfortunately it comes from Switzerland and may not be operational for 6 months. In the mean time, there is a possibility we may publish issues in two sections. For example two 88-page 'books' instead of one 172-page book. So keep your eyes open.

□JACK 'N JILL, JOHN 'N JUDY, GENE 'N DOTTY

Fear not, John and Judy McCandless, there IS a Jack and Jill Race in 1982, leaving Port Angeles, Washington to Honolulu at 0930 on July 4. For information, write the Race Chairman, 2830

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LETTERS

N.W. Market, Seattle, WA 98107.

We sincerely hope that particular race committee did not read your letter in the October issue of *Latitude 38*, but we just as sincerely hope you read and took note of the editor's excellent response. We would add that God will need a LARGE magnifying glass handy!

Both the San Francisco bay and the Delta have much to offer in the sailing world, but neither should be taken lightly. Each take their toll yearly, in de-mastings, sinkings and loss of life. But neither should their sailing opportunities be interchanged: in NO stretch of the imagination should two weeks in the Delta be construed as adequate shakedown time for proving the seaworthiness of any vessel! Learning to battle mosquitoes in the Delta will not do a thing for you when you are struggling in 20-ft. seas with winds at a Force 6 to Force 8.

As many as 100 vessels left for Hawaii from San Francisco last June 15, 1980: same day, two different races. Within hours of clearing the Gate, they didn't see each other again for fifteen days or better, until their varied courses brought them together again at Kauai. Nobody was looking out for stragglers.

As for shaking down a new vessel, this past summer we had the privilege of helping take a brand new 53-ft. ketch to Canada and back, after a mere six months of bay sailing. Every bloody thing that could break down, did. She's a sturdy boat, don't get us wrong. But, she had never been offshore before! 'That what got broke' is in the process of being repaired or replaced. So now, after that first shakedown — after surviving those 20-ft. plus seas we plowed her though, after battling those winds that caused us to put into port three times when a nonstop trip was planned — now she just might be ready for her next shakedown, this time southbound to Mexico. We sure hope so!

So please, John and Judy, fear not! There is still plenty of time to get ready for that Jack and Jill run to Hawaii next July. You have all winter and most of the spring to sail out in every storm that passes though the Bay — go out the Gate to the Farallones and to Drake's Bay. Then, if you leave early enough in the spring to go to Port Angeles for the start of the race, and experience the kind of weather and seas we have now seen twice — you might have the time to rest, the time to repair those problems that WILL occur, no matter how well constructed the boat is, AND — the time to take a long hard look at yourselves and your boat: will you then return to San Francisco — or, will you enter that race but as a competitor, not a straggler?

Gene and Dotty Haynes
Alameda

Gene and Dotty know of what they speak. Dotty almost bought the farm from injuries suffered as the result of a severe pooping suffered on a return trip to San Francisco from a summer in the Northwest. Gene later sailed their Nor'West 33 in the 1980 Singlehanded TransPac.

□THANKFUL DOWN UNDERS

As you know, we are a cruising family from Australia and have just enjoyed a couple of really pleasant weeks in your still beautiful and hospitable City.

We are aware that many commercial and business enterprises look somewhat in askance at cruising people, and consider them a bad risk, particularly as far as credit's concerned.

We would simply like to place on record that thankfully, there are exceptions. We have had fantastic service from Chuck Hawley of

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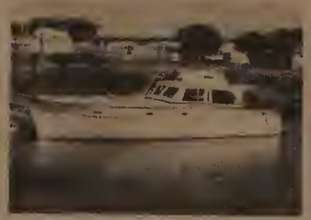

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LETTERS

West Marine Products in Sausalito.

In our case, we undertook to buy quite a lot of assorted and much needed gear from West Marine. However, due to a series of circumstances which if described would sound depressingly familiar to most cruising people, we found ourselves without the cash to pay for what we were buying (telexed money had not arrived).

Not only was Chuck Hawley prepared to proceed with the sale, he actually allowed us to leave town with several hundred dollar's worth of gear, after we made arrangements for our bank to forward the money to him as soon as possible.

Bad business practice? Maybe — by some people's standards. But we certainly won't let him down, and thought you might be interested to know there are still some real people in this nasty, commercial world.

We know, we've just met one.

Jeffrey Thomas
Aboard *Goondooloo*

If we got the story straight, Jeffrey is an Australian who worked in England for the BBC before buying a boat in Taiwan to take to Seattle before stopping in Sausalito on the way to warmer waters in Mexico and the tropics. Over the phone he claimed that getting a boat in Taiwan and doing business with the Taiwanese is nothing like buying marine gear in the bay area. He's promised us a story on the subject.

□WANNA CREW? (ON THE PERFECT 26)

The newsletter of the Columbia Twenty-Six Association of San Francisco Bay is a monthly (most of the time) publication sent to members and associate members on the West Coast and Hawaii.

After hearying the crys in *Latitude 38* of lost souls who want to crew, I can no longer sit back and wait for your crew issue to ease their misery.

If anyone wanting to crew sends me their name, experience, etc., and if I have room, I'll put it in our newsletter (no cost, no promises).

Denis Mahoney
Secretary-Treasurer
(and keeper of the coconuts)
3240 Elvia St.
Lafayette, CA 94549

Denis — or somebody — has been sending us copies of the Columbia 26 Association newsletter, which along with the Cal 2-27 newsletter, has to be about the hottest on the bay.

Incidentally, Latitude 38's *annual crew list application form will appear in the January issue, with the list itself to appear two months later. There will be a $1.00 'envelope opening fee'.*

□162 PAGES OF PREVENTION

I've heard many times that laughter is the world's best medicine. Well, I'm getting mine reading *Latitude 38* from cover to cover (like everybody else) and laughing and laughing and laughing and *loving* it!

Thanks, thanks and thanks.

Mercedes See
San Rafael

□CREW LIST QUESTIONAIRE

Quote from March '81 crew list article "We don't want some lusty geezer hasseling an innocent lady looking merely to crew." "Expect-

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ing that she'll provide hot love in return for a crew position." "If you hold that over some lady's head you're abusing the list."

Well folks, I've decided all the turkeys who in High School needed fancy cars to get a girl, grew up into bigger boys who bought fancy boats to get the ladies to go with them. After many phone conversations of setting the record straight that all I was interested in was sailing and friends, I went sailing with one fellow who hassled me, then pouted, then hassled, and finally tried to lay a guilt trip of "all you girls ever want to do is use a guy." Oh my, how the roles get reversed.

I've talked to other people on the list and some had good experiences, and others not so good. One found a guy who really didn't know much about sailing his boat and was hoping she did, but didn't tell her that until the going got heavy. Another woman was chased around a boat and hassled short of rape.

So I would like to hear from those out there who used the list, male and female, racing and cruising. Was it a good experience? Bad? What would you suggest that might make it safer? Better? Ect? Could we maybe have an annual Get Together, to meet and mingle? I would like your ideas and experiences to write a follow-up article before the new crew list comes out.

Write care of *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966.

To protect the not-so-innocent
I will stay
Anonymous

We encourage everyone to help 'Anonymous' evaluate the crew list so that our application form — to appear in the January Boat Show Issue — can be as effective and as helpful as possible.

We at Latitude 38 *have gotten some good feedback on the crew lists: some folks have gotten quite a few rides and permanent positions — a couple of women we met even made it to Honolulu. It didn't work quite as well for others: some got no responses and some women indeed were "expected to provide hot love in return for a crew position." That's about what we anticipated. It's never going to be perfect, but we hope we can make it a little better in each succeeding year.*

Incidentally, there's an article in this issue by January Riddle called Crew Connecting, dealing with the very subject of trying to get on boats and trying to get crew for your boat.

□SPINNING WHEELS

I've been spinning my wheels here in the San Francisco Bay Area seeking employment on a sailing vessel going to Hawaii/South Pacific in the spring of 1982. I am a professional cook (have a B.A. in nutrition and I *don't* overcook my fish!) am a willing-to-watch sailor and am ready to go! I'm also looking for a shorter cruise to Mexico/Caribbean during winter of 1981. Is there anyone out there looking for a young (27) healthy, easy-going, fun, hard working female hand who can cook up (even in) a storm? Please put the word out that I'm available to cruise! Make me an offer I can't refuse — I'll respond to inquiries from anywhere. Many thanks for your help.

Linda Harbinson
63 Peoria St.
Daly City, CA 94014

P.S. — I've been enjoying your magazine to the max. Found your "Innocents" article (10/81) very sensible and helpful.

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LOOSE LIPS

Ho, ho, ho.

We're not in the habit of laughing at someone's adversity, but this story seemed of particular interest.

One of our readers called recently wondering if we kept back issues — which we don't. It seems a burglar broke into his apartment recently and, along with camera, jewels and other valuables, made off with his back issues of *Latitude 38*. We hate to think that someone who's into sailing would be ripping people off, but then once the magazine goes out the front door, who knows whose hands it falls into? We can only recommend that you keep yours under lock and key.

Cool, clear water.

Thor Heyerdahl, legendary sailor and scientific adventurer, was in San Francisco recently, to plug his latest book on the *Tigris* expedition. The *Tigris* was a 60-ft. reed sailing craft which Heyerdahl and the 11-man crew sailed 4,200 miles from Iraq through the Arabian Sea to the entrance of the Red Sea. Stymied by war in Ethiopia and unrest in North Yemen, they torched the boat rather than leave it to rot.

Heyerdahl is pretty upset about the present conditions of the oceans. Pollution, particularly pesticides and insecticides, is rampant and deadly. Most of it comes not from ships, but from the cities like San Francisco, and he'd like to see a much stronger United Nations police offenders "no matter who they are".

Looking back in time, Heyerdahl made an intriguing comment that "Civilization grew from the moment man was able to carry commerce with boats, carry cargo in security and quantity in a way different than it could be done on land." Maybe some of the answers of the future also lie on the sea, a clean sea.

They're too old not to gather moss, they need bottom paint.

Prior to the Rolling Stones concerts in Candlestick Park on October 18 and 19, we received a call from a woman who wanted to know if we could tell her how to charter a boat. Candlestick is, after all, on the waterfront and she figured it would either be easier or very impressive to arrive by sea rather than land. For sure she'd avoid the traffic jam on highway 101. Maybe Mick Jagger would even notice her, who knows?

In any case, when we asked her where she would land, she wasn't too sure. She also didn't know if she wanted a powerboat or sailboat. She actually didn't know much of anything — like many fans of the world's most arthritic rock band. We suggested she look at a chart and find out where she could dock before going to the expense of renting a boat. She said OK and hung up. Tattoo who?

Franco-American accords.

Back in September we reported that Bernard Moitessier was having some problems with the U.S. immigration office. We're glad to report that they have been cleared up and Bernard now has a one year visa which allows him to teach and lecture.

We asked him when he would speak next, but he reported everything has been "too derange'" to have made plans.

All that glitters.

When people become interested in finding gold, it's usually a sign that things in the world aren't going that well. We may currently be in one of those troubled periods. For example, two bay area fellows recently chartered the 55-foot junk-rigged ketch *Whitefin* for a sail to

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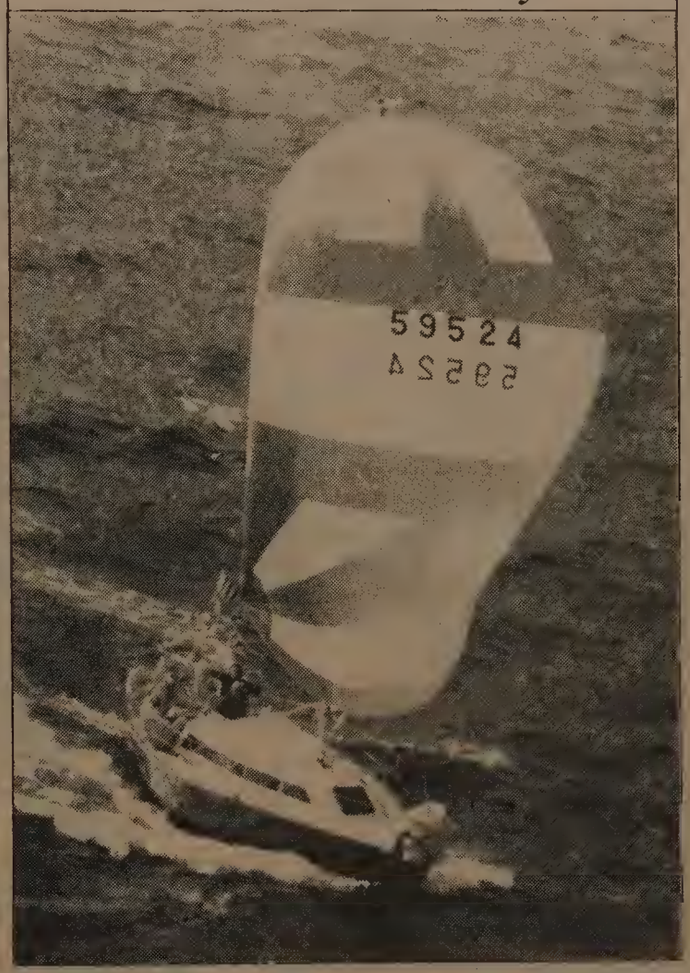

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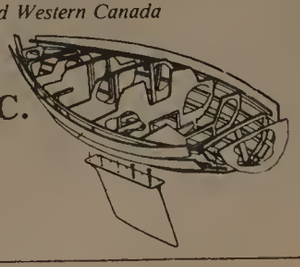

CONGRATULATIONS AGAIN TO SILVERSTREAK!

To the crew, sailmakers and all the other individuals and suppliers who helped SilverStreak win the Big Boat Series/St. Francis Perpetual Trophy, we of Bill Lee Yachts give our congratulations.

Here's a list of those who contributed to the success of the fastest Santa Cruz 50 on the bay. Hope we didn't forget anyone.

Bob Brockhoff, Paul Boone, Randy Repass, Steve Leddy, Larry Hester, Jerrell Wilson, Jeff Eisenberg, Mike Schweyer, Dan Donovan, Jack Gordon, Jack Otis, Jimmy DeWitt, Gary Evans, Bill Christiansen, Jay Bennett & Steve Poletti, the now famous crew of SilverStreak.

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PRESS ON

LOOSE LIPS

stake gold mining claims covering 120 acres, including spots off Sausalito, Tiburon, Alcatraz, Angel Island and, appropriately enough; Treasure Island.

Herb Robins and Charles Hubbard figure there are up to 100,000 tons of gold resting in the muddy bottom, of which about 10,000 can be recovered with present technology. At today's prices, that's a cool $136.8 billion. The theory is that the gold the 49'ers missed when they panned the Sierra streams worked its way down to the bay, where it now lies layered in the silt. Hubbard has worked at recovering valuable minerals from sewage and garbage and figures the gold is just waiting to be reaped. He also thinks there's silver down there too.

All they need is $50,000 to get the project going. *And*, the approval from the state bureau of land management, which may prove to be the toughest task of all. On their *Whitefin* trip, Hubbard and Robins, an actor/playwright, sank 50-pound concrete cans on the bottom to mark their claims. Embedded in the cans were orange four-by-fours, required by surface mining law, and magnetic devices for finding them again. Preliminary response from the state indicates they may not honor the claims due to the state's rights to submerged lands. Robins and Hubbard are willing to give it a shot anyway. The prospect of gold does that.

There have also been reports of a volcano spewing molten gold and copper 8,000 feet below the surface of the Pacific some 270 miles off the Oregon Coast. Oceanographers are eager to send down underwater cameras to take a look. Of course, if *that* much gold hit the world market, it wouldn't be a very precious metal anymore, but we'll let Paul Erdman or some other literary futurists trouble over that kind of problem.

New thrill on the bay.

We always knew that sailors were just overgrown kids. Have you ever noticed what a kid on a bike will do if he sees a big rock in the middle of the road? A kid won't give it a wide berth, he won't even cut it close, he'll just motorcross right over the damn thing. Kids like challenges.

For sailors the maze at Pier 39 is sort of a rock in the road. It's a hazard for some, i.e. *Gaelic* last month, but to others it's become a kid's challenge. The challenge? 'Shooting the breakwater' with the spinnaker up. The tourists love it.

We've never seen this before, we only just read about it in Max Ebb's column. But we do have a tip for those of you who are brave and foolish enough to try it. Don't screw up. Not only will the people on the Pier and in boats around you laugh at you, but so will your insurance company.

Go sailing, stay sober.

Former yachtsman Ted Turner is as quotable as ever. He got up before a convention of *Associated Press* editors in Toronto and suggested a couple of ideas to help the country get a handle on the problems of inflation, crime, unemployment, and the arms race.

Instead of wasting our last few drops of gas trucking MX missles around the west where they'd be passing each other on the Interstate, Turner suggested we take a tip from the ancient Egyptians.

"When we've got 7% unemployment, why not take our unemployed, and you know how they built the pyramids, get some ropes — they don't have to move real fast — and take about 100 guys, see, and pay them about $2.00 an hour, and let them pull the missles down the road. We'd be able to move them, I figure, about five miles

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LOOSE LIPS

a day."

Turner thinks that neither the U.S. nor the Russians want to blow each other up. "We should just have a heart-to-heart talk with them, and say, 'Look, do you want to blow us up? We don't want to blow you up'."

Turner believes that everyone should grow up, say the hell with it and keep all the weapons we've already got, that they'd be great museum pieces in the future. Why not, he wonders, use the military budget to clean up the environment, to plant fruit trees along the highway(a la Moitessier?) to feed people, to clean the air and water, to cure soil erosion, and the world's population problems.

If we did this, a thousand years from now people would look at the missles in the Smithsonian "and get down on their knees and thank God that people weren't so stupid."

Turner concluded by saying, "Allright, we've got a beautiful thing here; elephants, ants, mice, rabbits, squirrels, bluebirds. Why don't we preserve them? Preserve our environment and stick around for awhile? It's a pretty nice life, you know."

Ted is equally good with a quote on less important issues, such as his Atlanta Braves baseball team. Explaining why he hired former player Joe Torre to manage the Braves, he explained, "I wanted someone not really old that had experience and didn't have a drinking problem or whatever." Ted from Atlanta indicated it wasn't difficult to acquire a drinking problem in the game of baseball, that the hotels in Cincinnati and Pittsburgh get pretty lonely and are therefore conducive to drinking.

Othere good quotes this month:

"But is it perhaps time to consider moving the whole circus (Admiral's Cup) away from the Solent, away from the congestion of Cowes Week, and into some clear air and some comprehensible tides?"

Editorial in England's *Yachting World* magazine recognizing that the Solent has improper conditions for the prestigious Admiral's Cup racing.

"Yachts must be fully independent and capable of carrying out their own emergency repairs at sea. Skippers have no right to expect or demand a rescue operation to be launched on their behalf. If a yacht is dismasted, her skipper is expected to set up a jury rig and sail towards a suitable port."

Excerpted from the "Responsibility" section of the Singlehanded Sailng Society's 1982 Race Handbook. Good words for all sailors to sail by.

"Look at that stupido out there," Adele said, pointing at a sloop going to windward toward the Golden Gate. "He's so close hauled he's sailing on his ear. He's moving more sideways than forward."

"There's an analogy there," George said. "If you don't keep your money properly trimmed — like sails — you won't make much progress. Except for a little mad money in a passbook savings account, you've gotta keep your money working full time.

"Have some more wine," Adele said.

From Donald K. White's 'George and Adele' Business Feature in an October *San Francisco Chronicle*

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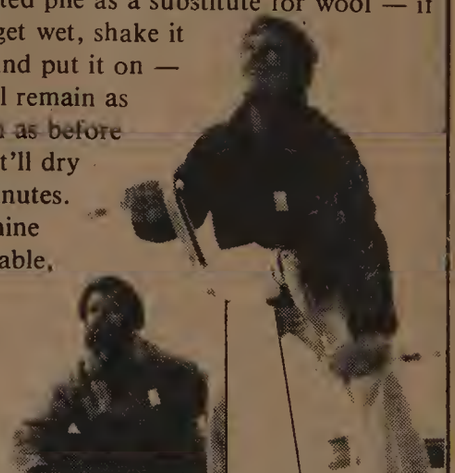

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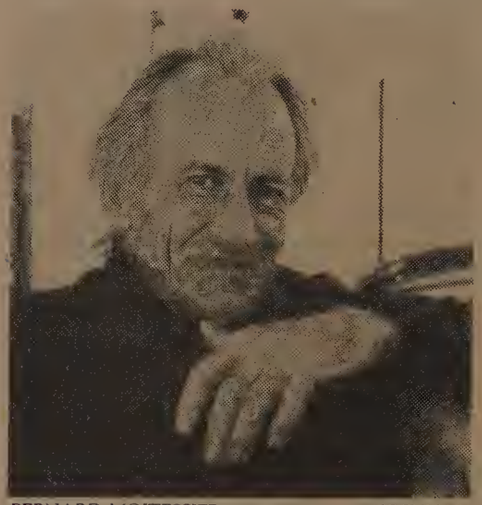

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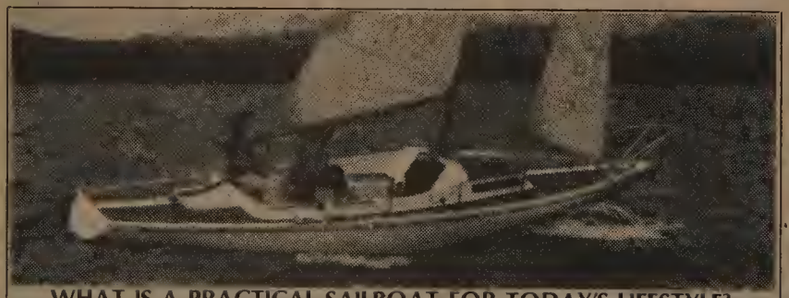

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A sailboat should be sailed, to fit in with today's practical lifestyle. While it is nice to sit below with drinks or food, our 25-ft. length with a 7½-ft. colorful cockpit allows more people to spend a greater percentage of their time doing what they came to do . . . sail together. Bunks for 4 below offer a respite when needed.

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CHANGES IN LATITUDES

Sailing south for the winter?

If you plan on stopping in Morro Bay, as many folks do in order to hit the friendly Morro Bay YC, be advised that the light on the west breakwater will be removed for maintenance sometime during the next two months. It will be replaced with a temporary light that flashes white every five seconds. The fog horn will remain operable.

However, during the maintenance period the radio beacon (— —, on 310 kHz) will be off. Exact dates of the repairs aren't known yet, but if you're trying to get in during a fog and can't pick the beacon up, give the harbormaster a call on 16 to see if the beacon's been shut off.

A little farther south is Santa Barbara, which by virtue of being around the corner from Point Conception is reason enough to make it a popular stop for sailors. When we sailed through in early October the harbor entrance, which has shoaled very badly, was finally being dredged. The dredge itself was sitting right in the middle of what little channel was left, and had to be moved each time a boat wanted to enter or leave. The dredge operators were good-natured about their work constantly being interrupted.

The numerous city lights in the background, the badly shoaled west side, the new construction on the pier, and the current dredging operations, make entering the harbor at Santa Barbara a tricky proposition. Unless you're following a big boat into the harbor, we'd recommend you contact the harbormaster for advice. There was one boat on the beach when we went in; you don't want yours to be next.

But don't let these minor difficulties keep you from making the stop. To our thinking Santa Barbara remains the best harbor on the coast. It's often warm in winter and the scenery is great; the harbor officials are straight but friendly and can usually put you up for two weeks at reasonable rates. The town itself moves real slow, ideal for those needing to go through a psychological decompression chamber on their way to Mexico or recuperating from the run down the coast.

You can get most any boat gear you need in Santa Barbara and five bucks is enough cab far to take you round trip to a big supermarket and Rosa's Cantina on Haley Street, where you should stop for dinner.

We made the trip south to deliver our boat to Long Beach for the start of the November 6th La Paz Race. The trip took us under 60 hours, not including a shower, cocktail, and dinner stop in Santa Barbara. Having to cram a race and a delivery trip into a work schedule unfortunately doesn't allow you the luxury of choosing departure times at your leisure. We passed under the Gate at 8:30 on a Thursday night into what the weather service was assuring us was 10 to 12-ft. "hazardous seas". They may have been out there, but fortunately we never saw them. As winter storms start coming in, we'd take high seaswarnings much more to heart.

The last thing we'd ever expect on a trip down the California coast is clear and warm weather. But that's exactly what early October was passing out, making it the best weather we've ever had for that trip. The lack of fog provided the opportunity to see the coastline up close for a change; the light at Point Sur, a derelict fishboat on the beach near San Simeon, the Diablo Canyon nuke factory glowing in the night, the space shuttle gantry abuilding between Arguello and Conception. We saw just two sailboats on the way down, a trimaran being towed back to Monterey by the CG's, and a Mariner 35 ketch pulling into the anchorage at Cojo — both out of San Francisco.

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MOST SINCERELY,

David Fugere

DAVID FUGERE

CHANGES IN LATITUDES

We mentioned that it was warm on the way down, and it was. It would be nice if you could predict when there would be such temperate clear weather, but you can't. The deal is, you have to freeze your buns in chilly winds and dripping fogs five times and then Providence gives you one nice trip.

Two things that helped us keep warm were a dodger weathercloths, and a windvane. If was the first time we've had all this stuff up, and if you're not racing you probably shouldn't sail away from home without them. The vane keeps you from having to stand out in the cold when you're not up to it, and freeing you from the tyranny of the wheel. The dodger — why heading out the Gate the first night the chill factor must have been 20__ less tucked back under there. A second big bonus of the dodger is that it greatly increases your boat's AIV (Apparent Inside Volume) — and that's not bad!

A fair and clearing trend.

We're pleased to announce that the Weatherfax machine Newport Beach's Rob Bebe offered to donate to Colin Busch is now on its way to New Zealand. All due, we're told, to the *Changes in Latitudes* column from a few months back.

The gracious donation of the Weatherfax couldn't have been more timely. The weather service in New Zealand was no longer allowing Colin the detailed information he needed to pass along to the yachties wandering throughout the South Pacific.

Don't do it.

Thinking of buying a sailboat in Senegal? The selection isn't very good.

The accompanying photograph is of *Barajali*, a 22-ft. English-built

boat that a French gentleman purchased in Senegal because it was the only one for sale. He sailed it across to the Caribbean in 32 days and later went through the Canal.

Like everyone else in the world, he thought he'd come to California. But after it took 16 days of sailing against adverse currents to get to Golfito, Costa Rica, he realized that his boat was too small and too overweight to make the trip. His sail back to Panama City took 19 days, including having to be towed around the strongest currents of Punta Mala — "Bad Point". A bummer.

So like we say, don't go looking for sailboat bargains in Senegal.

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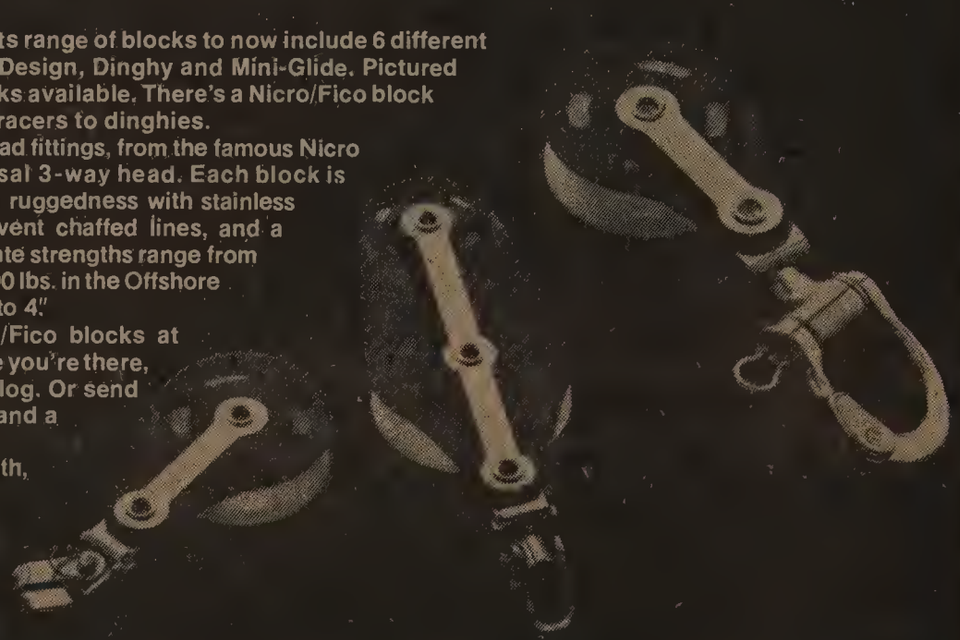

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CHANGES IN LATITUDES

People and places.

Four-and-a-half years ago we published our first issue of *Latitude 38*. In our *Changes in Latitudes* section we wrote:

"Vern and Sheila Elliott and children Lisa, Shane, and Stuart have left Sausalito for the South Pacific in their Bounty II, *Taku-Totem*, spirit of the wind named after the Taku Glacier in Alaska . . . The Elliotts have headed straight to the Marquesas from Sausalito, explaining that you can't spend money in the middle of the ocean. After staying in the Societies for 2 or 3 months they plan to go to Hawaii to meet friends and then spend the next 5 to 10 years in the South Seas . . ."

Where are they now and what are they doing? Well, *Taku-Totem* was one of the three boats on the cover of *Cruising World*'s Sailboat Show Annual, and Vern was standing in the cockpit. We suppose they're still cruising in the South Pacific as planned, because Phil Uhl snapped the photograph in Australia.

Going somewhere?

Our *Latitude 38* readers sure enjoy knowing who is going where in what boat; so if you're headed south of Conception, west of the Farallones, or north of Bodega Bay, we'd sure enjoy getting a card with the who, what, where, and whens. Gracias.

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FOR SALE

Willy Bolton, a 52' teak ketch custom built by David Ching to Lloyds 100 A1 specifications & ***certified*** in 1970 is reluctantly being offered to the public.

Willy Bolton has just returned from a leisurely 15,000-mi. So. Pacific voyage carrying a family of 5 & their occasional guests to more ports, beauty, & adventure than most of us exp. in a lifetime. The amazing thing about the trip is before buying *Willy Bolton*, the biggestboat the owner, Bill Burke, had sailed was a Hobie Cat 16 — on a lake!! Bill said, "The yacht performed like a lady. She's seakindly & true. No matter what the weather — *Willy Bolton* took care of us."

In order to truly appreciate an ocean girdling yacht like *Willy Bolton*, the reader should peruse the survey by Charlie Davis of Newport. Here's just a few of the items listed in the report: **The Hull is heavily built** — copper riveted & bronze fastened. The frames are bent yacal with each 3rd frame sawn. Dual steering stations. Complete Brookes & Gatehouse instruments. VHF. SSB. Stereo. Radar. Omega. Benmar auto. Aries windvane. Recording fatho. Complete C.G. safety equip. includ. raft, preservers, & manoverboard system. Banks of 12v batteries. 12 KW dsl. gen. Constavolt. Air compressor for scuba tanks. Refrig. Hot & cold pressure water system. 400 gal. fresh water capacity in s/s tanks. Main engine is a 6 cycle Perkins diesel of 120 hp. Fuel capacity is 375 gal. Elec. windlass. Various anchors, chain & rode. Two spinnaker poles. Complete inventory of sails from spinnaker to mizzen staysail to storm jibs.

Now for the specs: LOA, 52'. Beam, 14.6'. Draft, 7.0'. Tons — gross, 37.06, net, 30.59. Ballast, 18,000 lbs. lead. Mast, alum. Standing rigging, s/s. Cabins, 3 & salon. Two heads & showers. Owner's stateroom aft.

There is simply not enough room in this ad to list all the equip. or to adequately speak of all the features of this truly outstanding yacht, Suffice to say — if you are thinking of doing some passage making with your family, or a group of friends, & you want to travel in style & comfort — then you couldn't choose a better boat, or make a better buy.

The replacement value of *Willy Bolton* is well over $400,000. Normal market value is $250,000. However, to insure an expeditious sale the owner is asking ***only $165,000.***

Hurry & Call Bill Burke at (714) 838-5899 if you're serious about cruising. *Willy Bolton* won't be on the market long!

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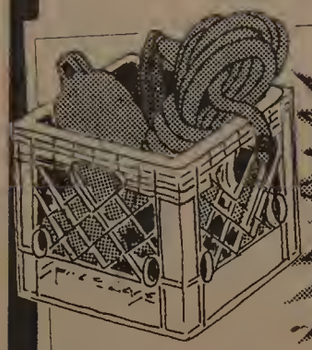

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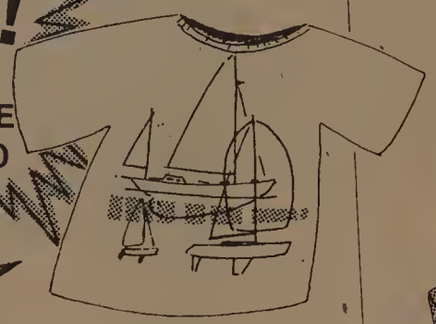

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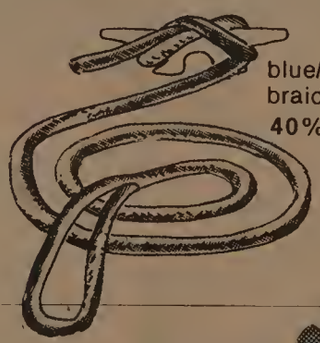

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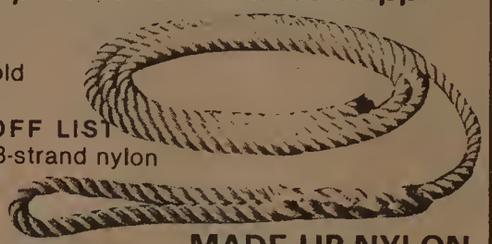

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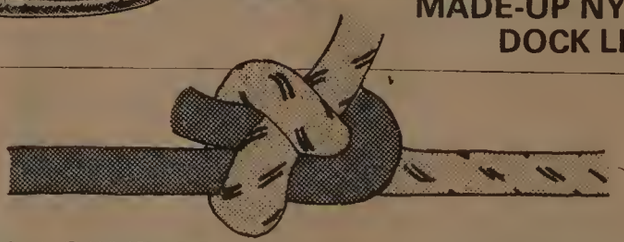

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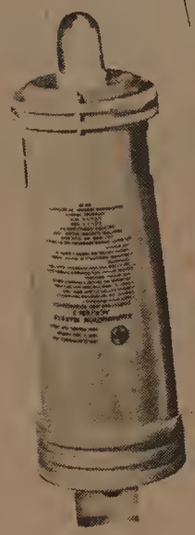

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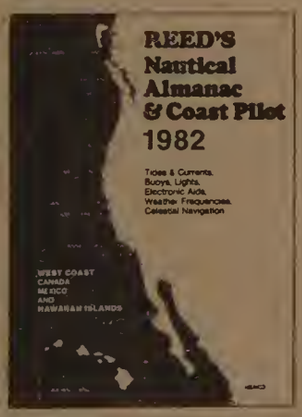

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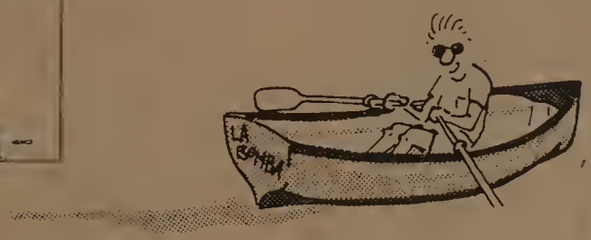

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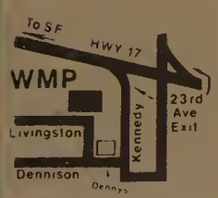

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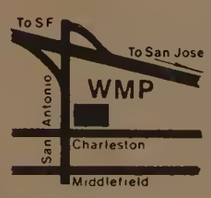

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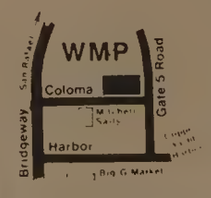

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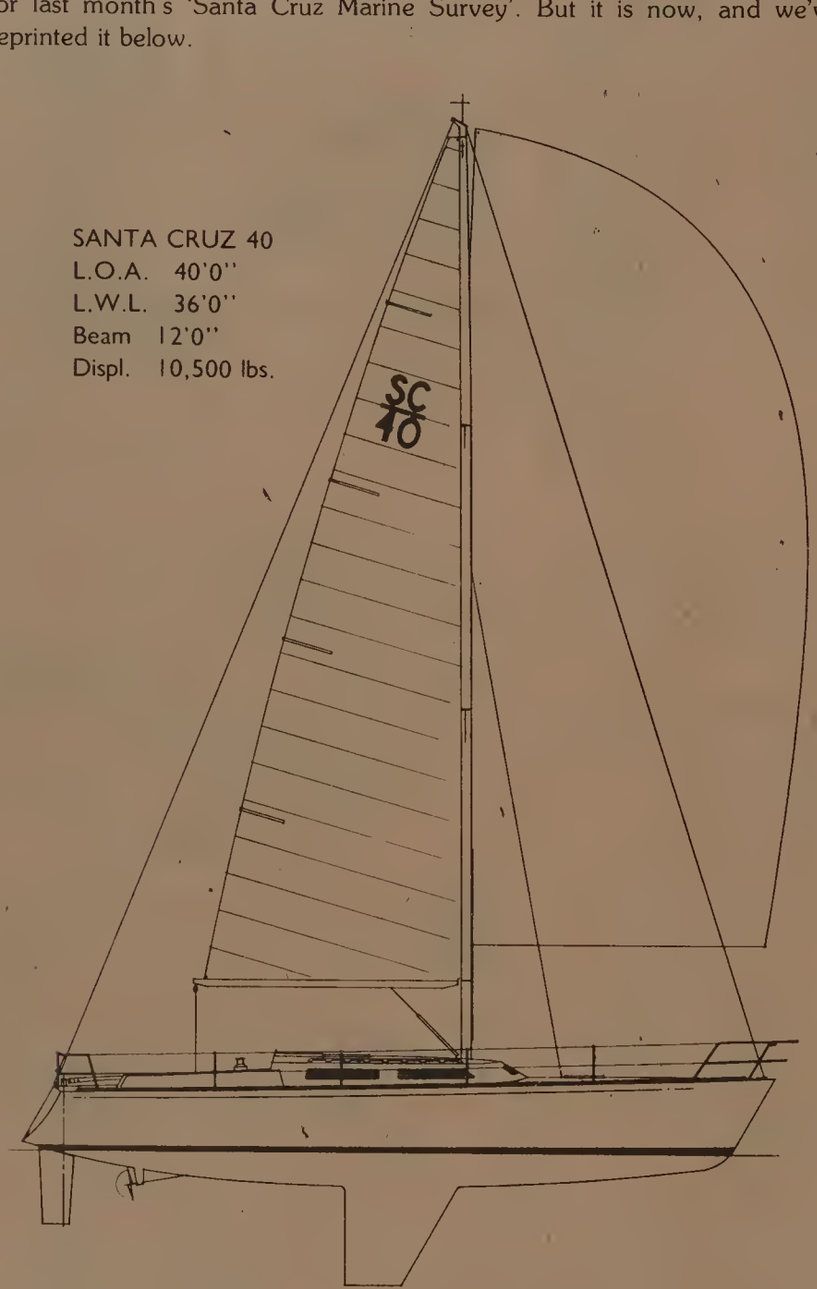
SIGHTINGS

is a new star born?

A line drawing of Bill Lee's new Santa Cruz 40 wasn't completed in time for last month's 'Santa Cruz Marine Survey'. But it is now, and we've reprinted it below.



Included were come comments from Bill, the most interesting of which dealt with the 'deep V mid-section' of the hull that the locals had been clucking about.

"The hull shape is truly a unique combination of shapes, each intended to increase boatspeed, the most obvious of course is the deep V mid-section. This section is much faster than the more common round mid-section and it moves the keel lower to reduce the wake often observed off the back of the boat and also increases resistance to leeway."

There was also an interesting comment about Lee's philosophy on boat construction.

"There are no exotic materials in the Santa Cruz 40. Bill Lee prefers to build with proven materials and methods, rather than experiment with the corresponding increase in cost and decrease in reliability."

There you have it, the Santa Cruz 40. The first should be sailing in February, with hopefully twelve more to be in the water by the end of the year.

Five freight

Deadly in the

What a headline!!!!! It's from the October 31, 1981 issue of *Weekly World News* — a journalistic relative of the *National Enquirer* — forwarded to us from Bill Kohlmoos.

You may not know it — hundreds of ladies under hairdryers do — but according to the article by Joe Berger, "vicious beasts with jaws of steel have turned a broad expanse of the Pacific Ocean into another ship-eating horror like the infamous Bermuda Triangle." Do tell.

A map accompanying the article indicates the "Demon Sea" includes an area off Japan through which Linda Rettie recently singlehanded on her way to Kobe. Forwarder Kohlmoos, who apparently doesn't take the danger too seriously, wrote mockingly, "I guess Linda was really lucky she didn't get bit."

You betcha. And to think she was frightened by mere lightning.

You skeptics out there probably think the article is some kind of perversity made up of out-of-context quotes and crafty implications to sell magazines. Maybe, but author Berger stacks up evidence like a transvestite padding a bra at Finnochios:

The first victim of the Demon's Sea's "bizzare beast" was the Yugoslavian freighter *Dunav*, whose 35 "luckless men" disappeared without a trace. (Exactly how Berger determined the men — "who were never heard from again" — were attacked by the creature or "school of them" is unclear. Presumably 'it' wrote in to claim responsibility much like terrorists' organizations do on the earth's drier surfaces.)

Anyway, it was just six days after *Dunav* went down that the Greek freighter *Antiparos* and her crew of 36 bit the liquid dust of the Demon Sea. Next came the 34,000 ton ore-carrier *Onomichi-Maru*, whose "dazed but uninjured mariners swore the ship had been slashed apart with saber-like teeth."

savaged by the jaws of a bizarre beast

nonsters devour ships
nysterious Demon Sea

And those guys were lucky, because the 29 "hapless" guys on the 16,000 ton Greek freighter *Agios Giorgis* never got to tell the story of how "the horrendous inhabitants of the Demon Sea tore their ship to bits."

You'd think the Japanese government would have taken some action as a result of this destruction in their waters. But no, they did nothing "to end this terror" until the incident of the *Marcona Trader*. What happened, according to Berger's article, was that the 40,000 ton freighter had "a gaping hole . . . gnawed in the steel bow". The Japanese can take a lot, but that did it. Berger reports that the Japanese have now decided "to spend more than $1 million in the next year alone as they launch their massive search for crazed creatures off their coast."

And where is Greenpeace in the 'crazed monsters' moment of need? Who knows.

As we read this fascinating account, we begin to wonder whether attacks by monsters qualified as 'Acts of God' that invalidated vessel's insurance. So we imposed on some friends in the marine insurance business — we honestly did — to find out what the deal was on the *Marcona Trader*.

There must be some kind of cover-up going on, because the insurance people are claiming there aren't any monsters. They'd have the public believe *Marcona Trader* "was a very old boat that struck a submerged object causing the shell plates to pop off, and nothing more than that". Can you imagine?

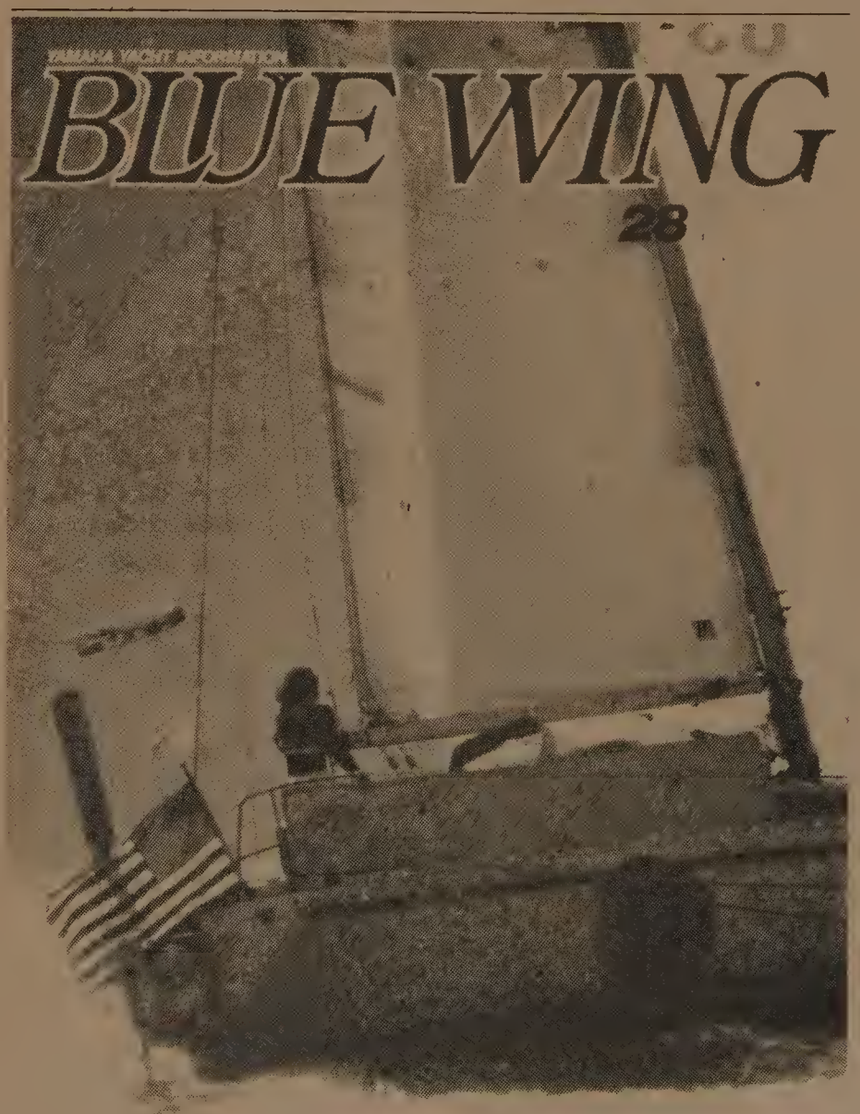
Yes, they said they'd seen Berger's article — and got "a good laugh out of it". With that kind of attitude we'll never get to the bottom of the story of the monsters at the bottom of the Demon Sea.

Mind you the insurance people admitted that a good number of large vessels had been lost in the area for unknown reasons, but publicly they refuse to admit it was the doing of gnawing mosters.

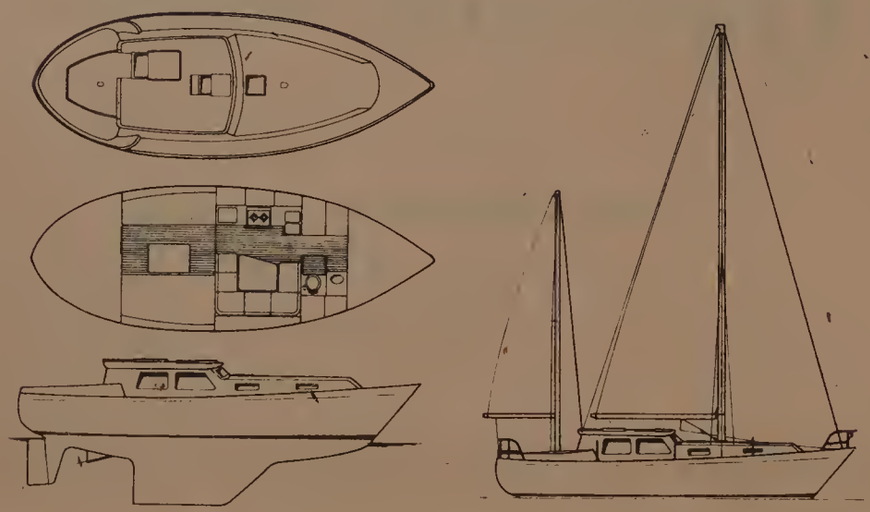
say, who is that cover girl below?

It's not Cheryl Tiegs. It's not Debbie Boone. Not even Chrisie Hynde, Brooke Shields or Debbie Harry. It's our hero, Linda Webber-Rettie whizzing singlehanded across the Pacific in her Yamaha 33, *The Spirit of Suntory*.

Blue Wing is Yamaha's own sailing publication, and featured four pages of beautiful color photographs of Linda and an interview. We can't read Japanese so we don't know what the heck she said, but she and her boat look like a million dollars reaching across the centerspread.



the latitude 38 quiz and san francisco 40 design competition



Folks, you're never ever going to answer this quiz correctly without cheating. The question is simply who designed this 30-ft. double-ended ketch?

Ho, ho, ho, there's no way you're even going to get close, so we're going to make it a multiple guess deal. Was it designed by (a) Gary Mull, (b) German Frers, (c) Ron Holland, (d) Doug Peterson, (e) Tom Wylie, (f) Bob Perry or (g) Bill Lee? We figure you've got no better than a one in seven chance of getting it right.

While your brain continues to short-circuit trying to figure it out, we'll tell you the boat is 24'6" on the waterline, has 10'9" of beam, draws 4'9", and displaces 9500 pounds. Even though she doesn't look a bit like *Imp*, *Kialoa IV*, or *Pegasus*, the 30-footer was designed by Ron Holland.

Now, if one of the world's top three racing boat designers can come up with a pudgy little cruising design like that, why can't our young local designers? Why, we always ask ourselves, do all the local guys have to draw racing boats when the real design money is in heavier, more comfortable — albeit slower — cruising boats?

We don't know why, but in order to change all that we're announcing a design competition for the 'San Francisco 40', a 'family freighter', a good Republican boat for people who think speed kills and that life in the fast lane is a drag.

This design competition is open to all professional designers within the sound of our publication. We will publish all entries in our January boat show issue, so they'll have to be in by December 15th.

The requirements for the San Francisco 40 are enough to make most designers gag, but they were inspired by conversations we've had with people who've been cruising for years at a time. The guidelines are:

- It shall be designed with two-person crew in mind, who have two cruising guests on occasion.
- It should carry 250 gallons of water so you don't have to be ferrying water back and forth to the boat along the central American coast while worrying if it's going to give you the trots.
- It should have 250 gallon fuel capacity — all the better to putt north from Cabo San Lucas or motor through the Pacific High.

cont'd on next sightings page

david stockmen in

It seems unlikely, but you already know about politics and bedfellows — it can get realstrange. Most of us are aware that David Stockman is the head budget slasher for the Reagan Administration, who has suggested that all government agencies have their budgets cut 12% — except for the Defense Department.

The effect of that, according to testimony of Coast Guard Commandant John B. Hayes, is that only essential Coast Guard services such as search and rescue, navigational aids, and Arctic and Antarctic operations would be left as they currently are.

berkeley yc's

Mary Lou Oliver of San Ramon won her second Berkeley YC Women's Invitational Race in three years on Sunday, October 25th. It was only the second time in the six-year history of the event that a YC member won the race. Oliver, sailing the Newport 30 *Hot Chocolate*, triumphed over some 30 entries, all sailed by women.

homing in

As best as we can figure it, there are two manufacturers of marine EPIRB's (Emergency Position Indicating Radio Beacon); ACR and Narco. Well, make that *were*, since Narco no longer manufacturers them.

But what if you're Jocelyn Nash making preparations for next year's singlehanded TransPac; you want to get your Narco unit's battery replaced, have it serviced, sealed, and dated as per the race requirements?

make mine

Here's an item that may make you look at your beer cooler with new respect. Two New Yorkers were fishing on Long Island Sound recently when their rowboat capsized in strong winds. One of the men, William Lendemann, decided to swim off for help, but before leaving his friend, Thomas Laquidara, he overturned the cooler they had onboard and strapped it under Laquidara's arm. He told him to hold a wooden oar in the other hand and then headed off towards

bed with potheads?

Discretionary services, such as the Coast Guard's drive against drug smuggling, would have to be halted.

You can imagine how pleased those in the dried green plant import business would be at that prospect. Also eliminated would be the Coast Guard's programs of marine environmental protection laws and fishing treaties, as well as maintenance projects and new construction.

Negotiations are currently underway to restore a percentage of the proposed cuts and thus the programs they would have eliminated.

women's invitational

The fleet was split into two divisions, with 1980 winner Suzi Wosser in *Avenger* taking second in Division A and overall. Pam Eldredge's *Suzi* placed third in Division A. Carol Jesmore steered *Rustler* to victory in the second division, trailed by Bobbi Tosse's *Naressia* and Shirley Biggs' *Inshallah*.

on epirbs

What Jocelyn found out is that you must send the EPIRB back to Joe Gallager at Narco Marine, 330 Jacksonville Road, Hatboro, Pennsylvania, 19040. Don't forget to include a check for $50.00.

You can't get the Narco units serviced at any other location, and even though they no longer manufacture them, they will continue to service what they once sold.

perrier

shore. The air pocket formed under the cooler kept Laquidara afloat until a passing sailboat picked him up. Lindemann swam for two hours before hitting the beach. The two friends were reunited at Lindemann's home. "It's a good thing I drink a lot of Perrier," Lindemann told reporters afterwards, referring to the French bottled water. "That cooler goes with me everywhere." We assume Thomas Laquidara thinks so too.

s.f. 40 cont'd

- It should be able to carry all the normal cruising tackle — 4 big anchors, all kinds of 3/8" chain, and 600-ft. of ¾" nylon line.
- It should be able to carry all the ridiculous heavy gear people want to take with them without sinking below its lines and losing whatever sailing ability it has.
- It shall have plenty of light and ventilation, all the better to see and breathe by.
- It shall be thick-skinned — all the better to ram whales, logs, rocks, and reefs with.
- It shall have a great big diesel engine that is easily accessible so you can replace the impeller, clean the injector, and bleed the fuel lines.
- It shall have all kinds of storage area for things nobody in their right mind ever needs on a boat.
- It shall have a protected rudder, all the better to ram shoals, logs, reefs, sea snakes and mermaids.
- It shall probably cost a ton of money — not our fault — but can be made out of any material.

That's all the requirements we can think of now. All we want is a top view and side view by December 15th. If everything goes well, maybe Tom Wylie, Bob Smith, Jim Antrim, Chuck Burns and some of the local designers will send in drawings, catch some manufacturer's eye, and give Bob Perry a run for his cruising design money.

so long, john

Dr. John Hutton, perhaps the finest amateur sailboat photographer anywhere, has packed up his Nikons and Pentaxes and moved to Washington, D.C.

A career Army doctor, John has been transferred to Walter Reed Medical Center, where he will serve as chief of surgery, the same position he held at Letterman Hospital in San Francisco's Presidio. During his Bay Area years, Dr. Hutton became known as an authority on shark bites. The large number of attacks which occur off the Northern California coast gave him plenty of practice.

For local sailors, Dr. Hutton became best known for his stunning pictures of boats on the bay, everything from dinghies to maxis, going upwind and down, with lots of action to please the viewer. He's been featured in just about every sailing magazine in the country, including *Latitude 38*, and along with Diane Beeston formed a formidable photographic one-two punch. His favorite spots to shoot were the deck of the St. Francis Y.C. and onboard one of the club whalers. He often doubled as crash boat assistant, placing inflatable marks on the course and fishing capsized crews out of the drink.

Dr. Hutton was a bit chagrined to leave his beloved bay, but has discovered that there really is sailing east of the Mississippi. He's signed on as an assistant sailing coach at the Naval Academy in Annapolis. "I'm only 45 minutes away from the water," he says, "and I get to run around in a whaler and drop marks in the water. After that I get to shoot photos, which keeps me happy!"

name tales

Does your boat have a great name? Have you often wished that somebody would ask you why you gave the boat that clever name?

cont'd on next sightings page

SIGHTINGS

john gone cont'd

If you've answered yes both times, you want to get ahold of Florida's John O. Burke. He's compiling a list of boat names from all over the country and the reasons the names were chosen. What's he going to do with it? Put them all in a big book and publish it. The way we see it, it's either going to be the most interesting book ever, or the most boring. It's that kind of deal.

There's no money in it for you, but your tale can be included by having John send you a "What's in a Name?" form from P.O. Box 3693, Seminole, Florida 33542. Sandy Mikesell made us aware of this little opportunity, and we thank her.

apus foredeckus — filum november

Last month Diane Akusis sent us a photo of her apus foredeckus, this month it's Mike Monahan who captured "Devo Foredeckus", one of the 'new traditionalists' on film. Gape at him on the right hand page.

For a second shot the ape joined the rest of his crew (below) to hoist a single-finger salute on the deck of their Foster's Lager-fueled Olson 30. Somebody told us they sail out of the New York Yacht Club and had come east looking for funds to mount a New Wave 12 Meter campaign. However, others claim they are just *Saint Anne*'s crew crom Alameda.

Jamaica may not only be famous for its rum if Dr. Roy Foster, a prominent Jamaican yachtsman, has his way. According to a report in the November issue of *Sail*, Foster plans to build an 80-ft. maxi boat using only Jamaican wood and craftsmen. The Ron Holland-designed *Xaymaca* (an Arawak Indian word meaning Jamaica) will serve as a flagship for the development of the native lumber industry and boat construction trade. Foster and his partners in Jamaica Yacht Builders, Ltd., plan to start construction in 1982.

more

Last month Shellmaker, Inc., operators of the Port Sonoma Marina, won approval from the Sonoma County Board of Zoning

MIKE MONAHAN

maxis

The frames will be made of Mahoe wood, and the skin laminations of guango, which comes from a rain tree indigenous to the island. Guango looks and behaves much like mahogany. The wood will be coated with epoxy-resin using the Gougeon Brothers' WEST system. *Xaymaca* will provide 20 jobs for local workers, one of the reasons Jamaican government has given its go ahead. The boat is scheduled to compete in the grand prix circuit and then return to Jamaica to serve as a charter vessel.

berthing

to increase the number of berths at Marina III from 158 to 200.

MIKE MONAHAN

SIGHTINGS

group need a donated boat?

One of our reader's has written us wondering if we know "of any groups in the bay area teaching young people to sail or training them in ecological research that would be interested in the donation of a 25-ft. sailboat?"

If your group fits the description and could use such a boat, drop us a line about your organization and we'll see that it gets forwarded to the gracious party.

when the going gets light, the light gets going

There are precious few races in the bay area where everyone can berth up after the race and go into the host club and socialize a bit. There's the Coyote Point and Vallejo Races, the Colin Archer Race, the San Leandro Race, and a few more — but not enough. But at least now we can add the Ballena Bay

YC's Kauai Iki Race to the list.

Designed to keep the spirit of the club's even-yeared TransPac race to Kauai alive and foremost in the minds of local sailors, a 32.5 mile Kauai Iki Race — from Baker's Beach, around the Lightbucket, and to Ballena Bay harbor — was held the 17th of October.

Very light winds, calm seas, and fortuitous tides favored the smaller boats, and provied for a smooth, sunny end to the summer sailing season. Dave Steed's Scott Easom-driven J-24 *Avenger* creepy crawled to a superb start, maintaining second place between Jaren Leet's 41-ft. *Irrational*, and Bill Clute's 48-ft. *Annabelle Lee* halfway to the Lightbucket. *Avenger* naturally slipped back when the winds piped up to 6 and even 7 knots, but she still managed to correct out ahead of first finishers *Annabelle Lee*, *Irrational*, *High Noon*, and the 39 other entries to win the Grand Trophy.

The Kauai Iki Challenge Cup, featuring three-boat teams representing various yacht clubs, went to Ballena Bay YC's team. Next summer's Kauai TransPac entrants can take heart that Ballena Bay's entire team is too small to race: Rod Eldredge's quarter tonner, *Suzi*; Jay Varner's Moore 24, *Leftturn*; and Glenn Miller and Tom Montoya's J-24 *Toad*.

cont'd on next sightings page

project

Stepping Stones Growth Center, an Oakland-based organization serving the retarded since 1974, plans to enroll 16 retarded adults 18 to 30 years old for jobs in the boating industry, including cleaning and detailing boats as well as cutting and sewing sails.

The program will also include pre-vocational training, independent living skills and basic education, and is funded by state

more seasick

Like curing the common cold, everybody has their own method of handling seasickness. Last month we brought you some of the approaches used on the 73-ft. schooner, *Lord Jim*. El Cerrito's Winthrop Ware, M.D., wrote to tell us about a small patch worn behind the ear.

The adhesion releases small amounts of scopolamine, an anti-vertigo medication. In large doses, the same drug produces twilight

mastercard

Moviemaker Dino De Laurentiis is into the yacht brokerage business these days. His only listing is the 133-ft., full scale replica of the *H.M.S. Bounty*, which went on the block after De Laurentiis abandoned plans to remake *The Mutiny on the Bounty*. The asking price? Only $4,500,000, according to *Playboy* magazine. Flexible financing can be ar-

damn the shoals,

Metropolitan Y.C.'s annual cruise around Alameda Island will take place New Year's Day just as it has since 1972, in spite of the increased shoaling that continues to plug up the south side channel. Open house for all bay area yachtsmen begins at 11:00 a.m. with traditional Ramos Fizzes served by MYC staff commodores. The circumnavigation commences at 2:00 p.m. 1982 Commodore Al Kanady's flagship will lead the parade east with a stopover at Aeolian YC for food and libation. Due to tidal and daylight restrictions, the fleet will pick up the journey again at 4:00 for the completion of the trip.

The south side channel has been shoaling

boat jobs

CETA money. Sign-up begins November 1. Six months after the project starts, Stepping Stones will incorporate *Boatjobs*, a business to employ trainees using their new skills.

Anyone interested in the program should call Marge Watson or Randi Miller at 834-3990. Trainees need to be certified as handicapped by a regional center, public school, vocational rehabilitation, or another certifying agency.

remedies

sleep in delivery rooms. The patch, put out by Ciba, reportedly works for all kinds of motion sickness in both adults and children. So far, you can only obtain it by prescription. Ask your favorite sailing doc for *Transderm-V*.

The main contradictions seem to be a case of glaucoma or pregnancy. So instead of a pirate's patch over your eye, Dr. Ware recommends a little patch behind your ear!

or visa?

ranged. "If someone wanted to pay $5,000,000 but spread the payments over six months, I think we would be happy to accept," said De Laurentiis' spokesman, Fred Sidewater. He also said someone had called and wanted to know if they accepted Mastercard or Visa. Probably only with acceptable I.D.

full speed ahead

since the 1920's when dredging began and the resulting mud washed up and ruined many of the sandy beaches nearby. The problem has worsened to the point where, at low tide, the channel is reduced to an almost unnavigable rivlet.

Neither the City of Alameda, the Coast Guard, or the Army Corps of Engineers sees it as their responsibility to take on the task of widening and deepening the waterway. Aside from the inconvenience of not being able to get to San Francisco Bay by the southern channel, the lack of flushing action could create serious problems with stagnant pools.

light going cont'd

The non-aligned boats, consisting of the 17 non-team entrants sailed in Division II. Honors went to Dave Kettenhofen's Cal 2-30, *Mele Iwa*; Jim

LATITUDE 38

Corenman's Catalina 30, *Starkite*; and Greg Quilici's *Antipodiste*, a Farr 30.

The Kauai Iki however, was designed to be more than a race, but a social event, too. And it was. Launched by drinks that were seemingly made with high-test aviation fuel ripped off the Naval Air Station, everyone achieved orbit well before the start of the BBQ and dancing festivities which lasted well into the night. No one was killed.

the people's transpac

By the way, if you're interested in the Ballena Bay YC's 'People's TransPac', race information is just becoming available. The race will start Sunday, July 4, 1982 just outside the Gate and will be limited to 75 entries. The finish line will be 2,126 nautical miles down the road at Nawiliwili Bay, Kauai, home of the world-renowned Chinese restaurant/rock 'n roll joint, the Club Jetty.

If you're interested in crewing in the race, Karen Hughes is the Crew Pool Coordinator and can be reached at (415) 523-3705 if you want to get your name on the list. Maybe if you hurry you'll get on the top.

On the other hand, if you're an interested boatowner, let us tell you that you may race either IOR or PHRF. However, you must have an LOA greater than 29-ft.; a crew of at least 4 persons; a PHRF rating of 180 or less; VHF *and* SSB radios; and, your boat must be equipped with Category 1 race equipment. Oh yeah, there's also a $450 entry fee.

Entry deadline is May 1. Send $10 to the Kauai Race Committee at 1124 Ballena Boulevard, Alameda, CA 94501 and they'll send you the entire race package.

Thinking about chartering *Merlin*? Forget it, Rolf Soltau and Daryl Anderson have already got her and intend to set a new course — if not TransPac — record.

crispy critters

The vast majority of sailboats are built of combustible materials like wood and fiberglass, and carry highly flammable fuels for engines, stoves, and lamps. As two recent incidents on the bay proved, even the smallest of fires on such boats has the potential to develop into a floating inferno.

Co-owners of the Columbia 36 *Windfall*, Richard and Judy Clark were on a weekend cruise with two other adults near Angel Island when disaster stuck on September 26th. Judy was standing in the companionway while preparing hot dogs on an alcohol stove when she heard a 'pop' sound, and turned to find that the pan beneath the stove's three burners was filled with alcohol and burning out of control.

The fire quickly jumped up to the sides of the boat, and once the gel coat ignited the fire tore through the rest of the cabin. The boat's three fire extinguishers were suddenly inaccessible, and despite her training as a registered nurse, Judy found it difficult to fight the panic that ensued. Luckily one of the crew was able to go through the forward hatch and get life preservors for everyone.

By this time the fire was burning on deck. The mainsail incinerated in "four or five seconds", and after five minutes the turnbuckles melted, causing the mast to fall overboard. The crew's greatest fear was that the fire would reach the gas tank and cause an explosion; they decided to abandon ship and were quickly picked up. A Golden Gate ferry arrived and began to spray water on *Windfall*, and the Coast Guard finished the extinguishing job some 30 minutes later.

Marine surveyor Jim Jessie examined the boat later and described it as a "total loss". He explained that once the fire had gotten out of control it was fueled by the many combustible materials in the boat. "There is material on boats that wouldn't be allowed on BART or in passenger cars because of the fire hazard," said Jessie, "and they can make for a real bad scene."

To prevent such a fire from getting out of control, Jessie suggested a fuel shut-off value that can be reached quickly (*Windfall*'s was behind the stove); a fire extinguisher in the cockpit; and life preservers that can be reached quickly.

Judy Clark agreed with the suggestion about the lifejackets and in fact intends to have two sets for each passenger in the future. "Fire is overwhelmingly frightening," she says, and plans to go through safety procedures with everyone who comes aboard in the future.

Ironically the Clark's had gotten an alcohol stove because unlike propane, it doesn't have such a great capacity to explode. The explosiveness of propane became all too clear to Frank Kloss, owner of the 45-ft. Garden ketch, *Spazieren*, a week after the *Windfall* fire. Kloss had run out of engine fuel and anchored in Richardson Bay while he rowed ashore to the fuel dock. Without warning his propane stove blew up, damaging the cabin interior, part of the cockpit, and burning spars and sails. The Coast Guard extinguished the fire, but couldn't find the cause of the explosion.

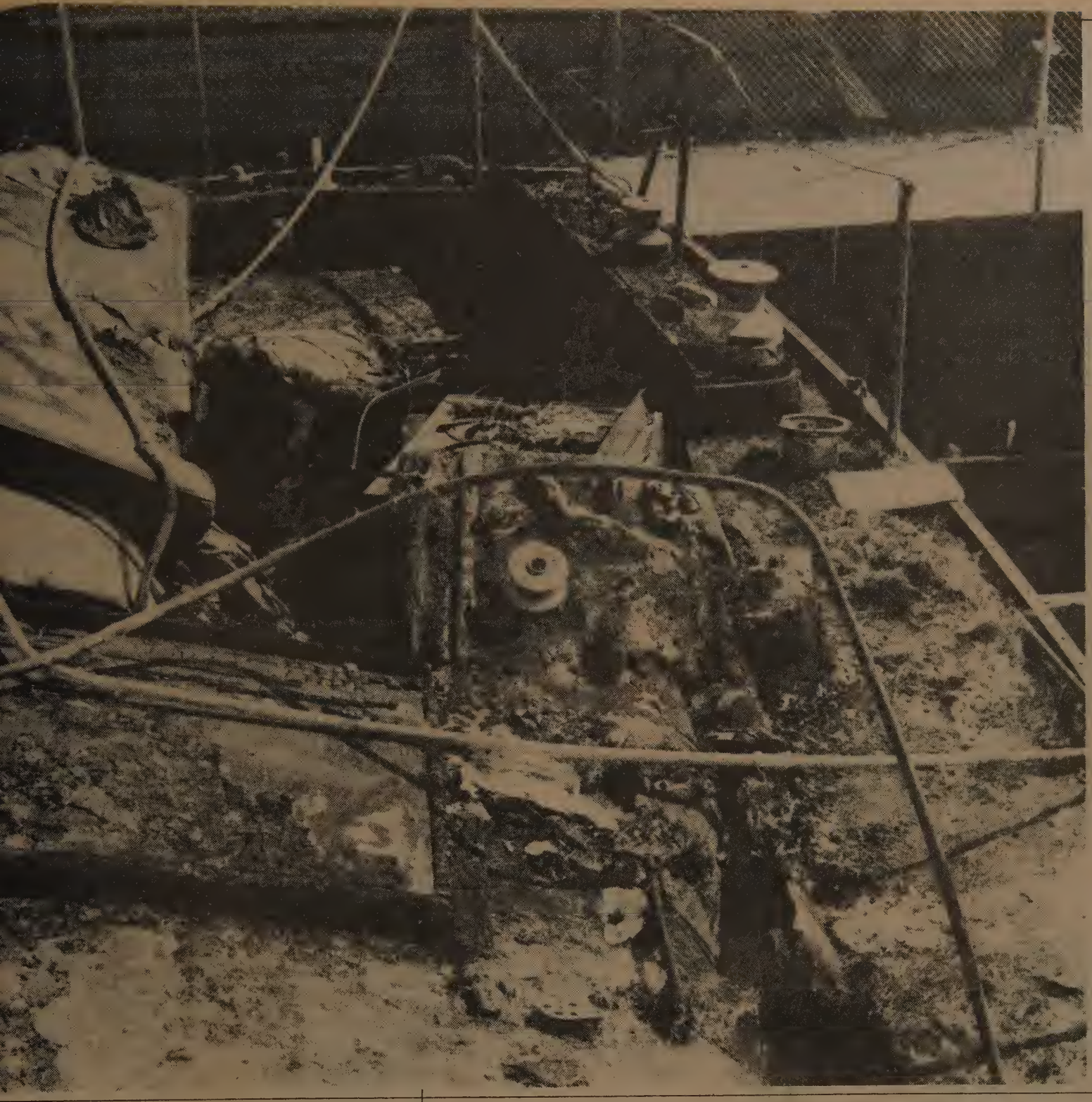
Kloss was very upset about the accident. He had built *Spazieren* himself and referred to the boat as "The Pelican Harbor Hilton, a real cherry." The damage to the boat was upsetting, but what really shook him up was how close he'd come to being onboard at the time of the blast. Unlike those on *Windfall*, his chances for survival wouldn't have been so great. Kloss recommends checking the fittings periodically, but other than that he was unsure how to avoid a repeat incident.

Don't be careless about fires. Make sure you are vigilent about maintenance, have the proper safety equipment, and think through emergency situations before they have a chance to catch you off guard. A fire at sea can quickly ruin your whole life.

whitbread

Alaska Eagle, the only American entry in the 27,000-mile Whitbread Around-The-World race, stood in fifth place on corrected time after the completion of the first leg. Neil Bergt's S&S 65-ft. sloop arrived in Cape Town, South Africa on October 10, almost six weeks after leaving the start at Portsmouth, England. Once listed as 19th on corrected time, the American yacht sailed well for the last half of the 7,010-mile leg, the first of four in the race.

French yachts *Kriter 9*, a Frers 62 skippered by Andre Viant, and *Charles Heid-*



LATITUDE 38/SHIMON

update

sieck III, a Vaton 65 sailed by Alain Gabbay, ranked first and second overall. Third was Cornelius van Rietschoten's *Flyer*, a Frers 76, which was the first entry to reach Cape Town on October 4.

The second leg, 7,100-miles to Auckland, New Zealand, starts on October 31. Many consider this the toughest part of the course, taking the participants through the Roaring Forties of the Southern Ocean. We're talking *cold* down there, plus the possiblities of hitting ice bergs.

hail columbia 26

In the NFL they claim that on any given Sunday even the worst of team can clobber the best. The claim was vindicated when the 49'ers whitewashed Dallas. Under the PHRF rule it's claimed that in any given race any boat has an equal chance of beating another. Dave Halaby and his Columbia 26 *Mona-Too*, vindicated that claim in late September when he beat Olson 30's, Hawkfarms, and other swifter, newer boats in both legs of the Singlehanded Sailing Society's Vallejo One-Two Race.

Weather conditions were absolutely outstanding for the two-day event; it was a light air run up to Vallejo and a light air beat coming back the next day with flat, glossy water and favorable tides all around. Commodore Chuck Hawley was first-to-finish on both legs, but Halaby corrected out first both times to take overall honors. As always, the Vallejo Yacht Club were outstan-

cont'd on next sightings page

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DAVIS

SEXTANTS

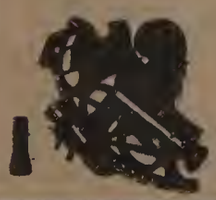

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Fig. 141

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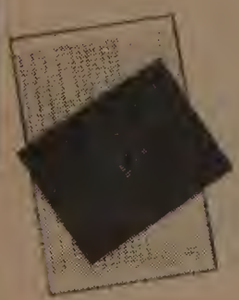

Fig. 708

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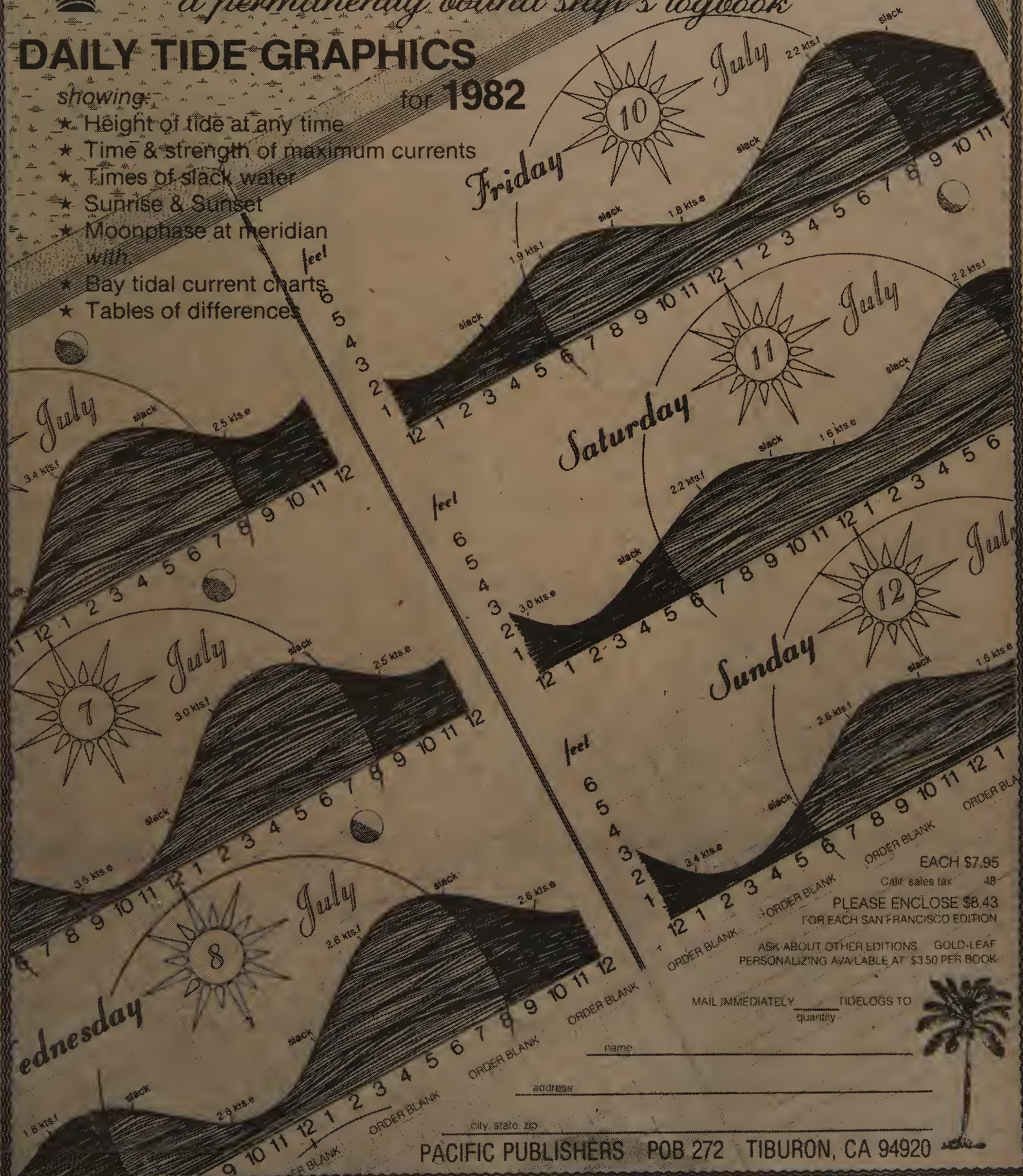

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columbia cont'd

ding hosts.

Frankly we're glad to see David and his 26 do so well. The Bill Tripp-designed Columbia 26 was one of the more popular small family racer-cruisers of the late 60's and early 70's, and there are 7 million of them in the bay area. Well, almost.

Actually, you don't see too high a percentage of them sailing anymore and that's a shame. But maybe that will change. A small nucleus of enthusiastic people has been working hard to get the class association revved up again, and have been putting out a pretty terrific newsletter. Maybe David's kicking some PHRF butts will inspire some other Columbia 26 owners to whip their boats into shape and get out on the course. Even if you don't race, you should think about joining the association; group cruising is always fun and the sharing of boat tips can always make sailing more fun and save mucho bucks.

back to the s.s.s.

Commodore Hawley would like everyone to know that the S.S.S. will be hosting free lectures each month from now until the start of next year's Singlehanded TransPac. Generally — but not always — they'll be held on the third Thursday of each month. Past speakers have included Tom Martin on liferafts, Peter Sutter on outfitting a boat for offshore sailing, and Ben Choate on race organization.

The next presentation will be on November 19th, featuring Hans Bernwal and Carl Seipel of Scanmar Marine. The two have a circumnavigation to their credit and will be speaking on autopilots, windvanes, and steering systems. For the exact time and location call Chuck Hawley at (415) 332-0202. Future speakers will include Gary Mull, Jocelyn Nash, Peter Jowise, and others. Check the Calendar section of *Latitude 38* each month for details.

Incidentally, next year's Singlehanded TransPac, co-sponsored by the Oakland and Hanalei YC's will again finish at Hanalei Bay in Kauai. The Mayor of Kauai and the Hanalei Town Council aren't crazy about a sea invasion, so the entry list will probably be limited to about 55. The race starts from San Francisco on June 19th, 1982. Applications should be in by about April 5th — along with the $400 entry fee — and the 400-mile qualifying sail should be completed by April 15th. For further information call Chuck at 332-0202 one more time.

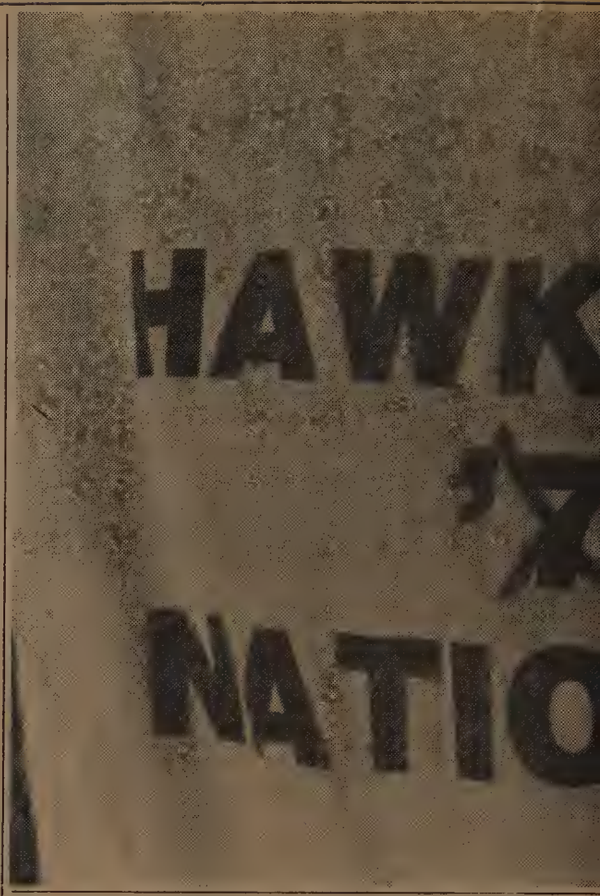
What about a double-handed TransPac? Currently there is discussion that the Singlehanded Society's 1984 TransPac will be a Singlehanded/Doublehanded Race, and may end on Maui.

leave cape horn to starboard

Singlehanded ocean races keep proliferating, each new one seemingly more rugged than the last. The latest is the Cape Horn Clipper Race, scheduled to start off New York City on October 23, 1982, and finish four to six months later at San Francisco. The race is non-stop and the race instructions are simply: LEAVE CAPE HORN TO STARBOARD. The windward passage around the southern tip of South America will undoubtedly be the high (or low) point for the contestants.

Eight have already entered the race, according to co-organizer Jim Stout. His partner is Jerry Cartwright, an experienced OSTAR singlehander, who is also one of the entrants. Cartwright had apparently won his division in the 1980 OSTAR before being disqualified for receiving outside assistance from a passing freighter. We can only speculate, but perhaps his drive to get the

cont'd on next sightings page



economy

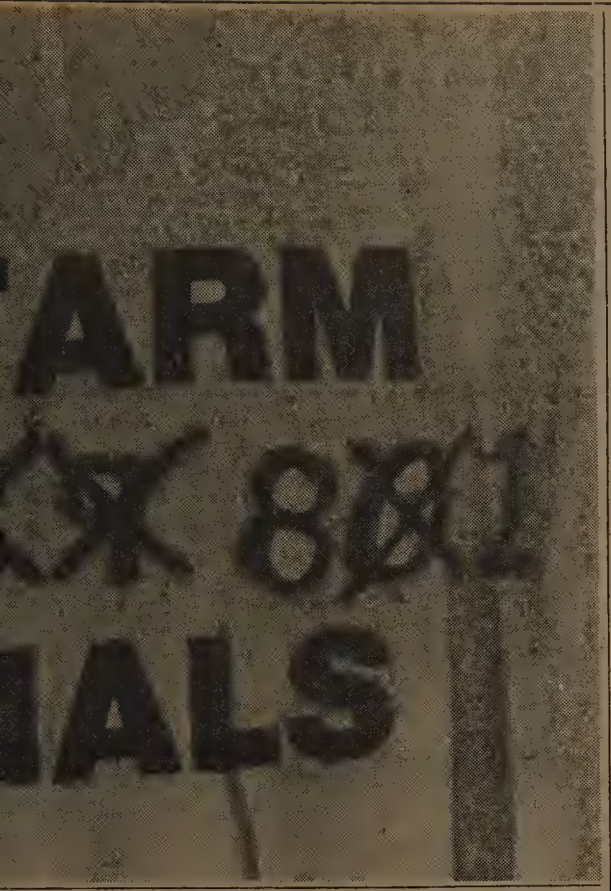
The Wylie 34 and Hawkfarm sailors got together on October 9-11 for their "National" championships. Considering most of these boats are on the bay, the "national" is a bit circumspect. In any case, there were 11 Hawkfarms and five Wylie 34's competing, and both fleets featured tight racing. In both classes, the last leg of the last race determined the overall winners of the five race series.

Hawkfarm entries: 1. *Hotcakes*, Len Cheney, Pleasanton, 1-1-2-6-6, 15.5; 2. *El Gavilan*, Jocelyn Nash, Richmond, 3-4-7-1-1, 15.5; 3. *Jenerator*, Warren

a sailing friend

In Mexico, Presidents serve one six-year term. This is the final year for Jose Lopez Portillo to serve, and there are strong indications he will spend some of his retirement sailing.

According to an article in the *San Diego Log*, a delegation representing Portillo purchased a Mason 43 in San Diego last July, and delivered it to Ensenada. The boat, which is built in Taiwan, was valued at $180,000 and included an autopilot, Sat.Nav., weatherfax, SSB, a microwave oven, and was reported to be "the best-equipped sucker I had ever seen".



COURTESY OF NORTH COAST YACHTS

sailing

Sankey, Kensington, 4-7-4-2-2, 19; 4. *Eclipse*, Fred Hoffman, Alameda, 5-3-6-5-3, 22; 5. *Predator*, Paul Altman, Emeryville, 6-2-1-7-7, 22.375.

Wylie 34 entries: 1. *Echo*, George Kiskaddon, San Francisco, 1-2-3-2-3, 10.375; 2. *Killer Duck*, George Creamer, Sausalito, 3-3-1-3-2, 11.375; 3. *Unlikely*, Adam Osborne, Berkeley, 2-1-2-4-4, 12.375.

As you can see in the picture, the Hawkfarmers are an ecologically-minded group. This T-shirt has been recycled three times. Looks like it's even good for a few more years.

in mexico?

Portillo's boat was named *Quetzalcoatl*, which the *Log* reports is "after a mythical Mexican god with the head of an eagle and the body of a serpent. Legend has it that Quetzalcoatl led Mexico's founders to the spot now known as Mexico City". Both the serpent and the eagle are prominent on the flag of Mexico.

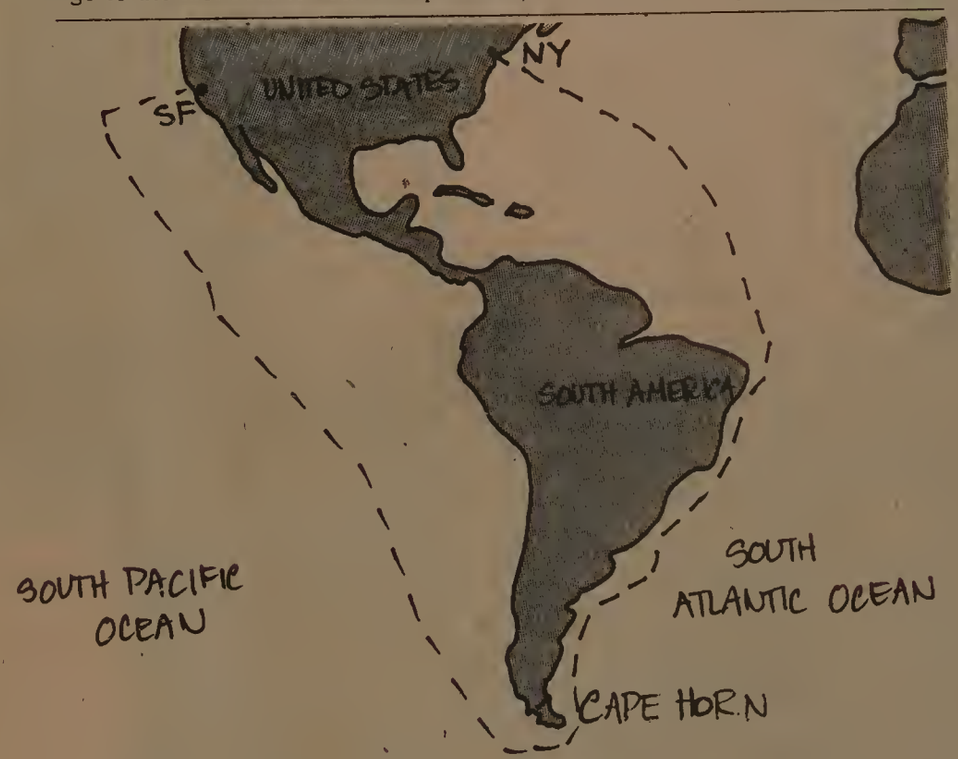
The dealer who sold the boat to Portillo reportedly said that the Mexican President intends to purchase more boats. Portillo has other boats he keeps moored at Zihuatanejo, a lovely bay not far from the tourist boom-town of Ixtapa.

horn cont'd

Cape Horn Clipper Race underway is some sort of revenge. The question is: on whom?

Competing boats are limited by size. Division one will be 39' to 45' overall, and division two will be from 32' to 39'. There will be no restrictions on LWL, sail area or displacement. The fleet will sail the same course as the clipper ships of the 1800's. The 14,000-mile journey will take them through the trade winds of the north and south Atlantic; the treacherous waters below 50° South Latitude, including the fabled passage around the Horn; the foggy and sometimes flukey west coasts of south and north America; and the spring gales of the Pacific as they approach the Golden Gate.

There will be considerable cash incentives. The winner of each class gets at least $25,000, with cash for second and third place as well. Money will also go to the first boat to round Cape Horn, the first boat to equal the average



clipper ship passage time of 125 days, the smallest boat to complete the course within the time limit, and any boat which can better the 89 day, 21 hour anchor-to-anchor time of the famous *Flying Cloud* in 1851. First boat to finish could collect up to $82,000, which isn't bad for four month's work.

Organizer Stout says they are currently lining up sponsors, both for the overall race costs and for individual contestants. Since the race is non-stop, the sailors will have to take on sufficient rations and supplies for almost six months. Stout thinks they will get assistance from marine related companies; sponsors of yachts can name their boat and put their company logo on the hull.

Stout also hopes West Coast sailors will take part, and points out that they'll be "sailing home" the entire way. Anyone with extremely strong nesting urges can contact him or Jerry Cartwright at: Sailing Secretary, Cape Horn Clipper Race, P.O. Box 306, Westport, CT 06880, or call (203) 852-0353.

la paz

Ten days before the entry deadline there were twelve paid-up entries for

cont'd on next sightings page

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la paz cont'd

the Long Beach YC's 9th biennial race to Cabo San Lucas and La Paz, with more expected. Included in the entry list were four owners who had been knocked out in the stormy conditions of 1979, in which only 6 of the 21 entries made it to La Paz.

Line honors for the 801-mile run to Cabo and the 940-mile ride to La Paz should go to *Merlin*, under charter to David Fenix of the San Francisco YC. The two other entries from northern California are *Pericus*, John Williamson's Offshore 47, also from the San Francisco YC; and *Contrary to Ordinary*, Ricky Sprinkler's Freya 39 from the Cal Sailing Club.

The other entries, including a significant group of older boats racing PHRF, are as follows:

Robalo, Cal 39, John Snook, Long Beach YC
Nereid, Casey 45, Howard O'Daniels, Santa Barbara YC
Leprechaun, Newport 40 ketch, Whittsean Collins, Long Beach YC
Intrepid, Baltic 37, Everett DeLaura/Mike Schachter, Balboa YC
Heat Wave, Davidson 44, Dick Pennington, Long Beach YC
Blackbird, Ericson 46, Allen F. Puckett, California YC
Liberty, 3/4 Ton (33.2), Bob Pistay, Santa Monica YC
Seahawk, 35' One Ton, Mel Brewer, Redondo Beach YC
Free Run, Tradewinds 40, Robert Miller, Morro Bay YC

Support boats: John Scripps in *Miramar*, Walt Taylor in *Angelita*, and Arnold Cowan in *El Capitan*.

The course record, which *Merlin* will be shooting for, is just under 5 days and 17 hours, set by Monte Livingstone's 50-ft. Peterson, *Checkmate* in the 1979 race. Max Gordon, sailing his Peterson 35 for the Long Beach YC, was the corrected time winner in the race to La Paz in 1979.

f/top fitzgerald

Elsewhere in this issue, Out of My Mind Urbanczyk has a few comments to make about marine photography. So do we, and we'll speak our peace right here. Mind you, these are random tips:

If you must shoot color slides use Kodachrome 64. The colors are great out on the water and don't get the bluish cast of Ektachrome.

Have Kodak process your color film, not Fotomat or the others.

Use a flash, use a flash, use a flash! Most lighting situations on a boat have harsh shadows that ruin faces. Use a 'bit of the sun' just like Rockford does on Marian Hartley with the Polaroid. Inside the boat? Use that flash!

To record your own trip wide-angle lens are much more useful than telephotos. In fact, the wider the better. And use that flash!

Coves are pretty, sunsets are lovely, but it's people that make the world go around. So when you take pictures include members of your crew as often as possible. But don't have them looking right at the camera like a stooge, catch them while they're doing something . . . like grinding a winch, like cooking, like taking a shower, like pumping up the inflatable, like throwing up over the side, like you get the picture . . .

The Minolta Weathermatic 110 Underwater camera is neat, but the format is too small to get pictures you'll really be proud of. The Nikonos underwater cameras cost a million bucks and aren't that easy to use. The solution? We've bought a couple of the Fujica HDS 'waterproof' cameras at SeaWood. Camera — they advertise in these pages. This Fujica is 35mm so you can get good blowups, the lens is far superior to the Minolta's, it has a built-in flash (use that flash!), the lens is wide enough for most uses, and you can beat the hell out of it. We recommend it.

When shooting pictures for *Latitude 38*, try and shoot black and white.

wither thou

j.r. probably

Early in October actor Steve Hudson, who is a frequent stand-in on the infrequently outstanding *Dallas* television show, was knocked off his sailboat by a 'huge' wave. J.R. didn't push him — he wasn't even on the boat.

It all happened at 3:30 in the afternoon while Hudson and a companion were sailing back from Catalina to the mainland in what was reported to be 35 knot winds and 6 to 8-foot seas. Hudson's companion did not know how to sail the boat, and it rapidly sailed over the horizon leaving him alone in the ocean.

Almost an hour passed before the remaining crewmember was able to figure out the VHF and contact the Coast Guard, who eventually had two helicopters and seven other boats vainly searching a 40-square mile area. Luck was with Hudson however, as *Rodeo Drive*, a 40-ft. racing machine,

the retort pouch

wither the retort pouch?

Cooking at sea can be a drag, particularly when you come off a cold watch at 0400 and are hungry for a serving of piping hot Beef Burgundy. It's a particular drag for us convenience-coddled Americans so accustomed to whipping down to McDonald's for a big barfer or chucking a frozen pizza disc into the microwave. Unfortunately — or perhaps fortunately — there are no McDonald outlets on the ocean and most of us have boats that are too small for functioning microwaves and infallible freezers for *pizza oceana*.

Inventors and dreamers always claim that technology can conquer any problem, and in case of convenience dinners at sea, they may be correct. The solution is dinner entrees in 'retort pouches', a kind of superior hybrid process to that of canned and frozen foods.

The retort pouch dinners were first introduced in the military to replace C-rations and are now known as 'Meals Ready to Eat'. They were first introduced to the public in test-marketing areas under ITT's Continental Kitchens label, and in fact were the subject of some discussion in these very pages a year or two back.

The benefits of the retort pouch for sailors are many. They come in easy-to-store pouches measuring 8x5x½"; they have a long shelf life but no preservatives; they require no refrigeration but have more flavor and color than frozen foods; and they require less time to cook than either canned or frozen foods — about 5 minutes in boiling water.

But the question is, if the retort pouch dinner entrees are so good, why aren't they available nationwide? According to an article in the *L.A. Times*, a big stumbling block is the assembling of the production facilities — you can't just gear up to take on the $18 billion a year canned and frozen food industry in a day.

That sounds like a fairly reasonable explanation, but we decided to call ITT in Rye, New York and find out why their Continental Kitchen dinners weren't available in San Francisco as they once claimed they'd be. A spokesman for ITT had a simple explanation; they weren't available because their Continental Kitchen division had been sold to Del Monte Foods earlier this year. He did say the product fared well in test markets like Peoria, Atlanta, and the state of Florida.

A call to Del Monte didn't get us much further. A company spokesman acknowledged that Del Monte purchased the technology, but he didn't believe that they had any production facilities to produce the product nor would he speculate when they might.

With that we turned to Kraft Foods Consumer Representative, Marilyn Kennedy. Marilyn explained that Kraft's line of retort pouch foods was called "A La Carte" and originally consisted of five entrees: Beef Burgundy (her favorite), Creamed Chicken, Sweet & Sour Pork, Beef Stew ("also very, very good"), and Beef Stroganoff. Since the original introduction, entrees of Salisbury Steak and Macaroni & Beef have been added to the line.

Right now A La Carte dinners can be purchased in the company's test markets of Atlanta, Schenectady, Troy, Albany (N.Y.), Columbus, Cincinnati, Dayton, Phoenix, Tuscon, Seattle, Tacoma, and Spokane. But that's it for the near future. However Marilyn suggested it was unlikely they'd be test-marketing it so thoroughly unless they were pretty serious about it taking it national at some point.

So right now you're out of luck for Beef Burgundy at 4 a.m. unless you have a sister-in-law that just happens to live in one of the test cities. Fortunately we do, and we're going to have some sent down for our November run to Mexico. We'll let you know how they turn out. Oh, each little retort serving goes for about $2.00

Burp!

pushed him

miraculously heard his cry for help at 9:30 that evening — some six hours after he'd gone in and long after dark. Hudson had swam and drifted 10 miles from the point at which he'd gone over.

As fortune would have it, we just happened to sail by that area earlier in the day, having a pleasant spinnaker and blooper ride downwind. We couldn't help but notice how virtually every single boat heading back to Marina del Rey from Catalina were carrying no sail, and how they were getting rocked all to hell. It appeared that setting any sail, even a double-reefed main, would have stablized the boats and made the rides more comfortable — and even possibly more safe.

At any rate, the incident serves as yet another reminder that everyone on your boat should know the basics of sailing and how to operate the VHF.

URBANCZYK

KEEPING A CAMERA ABOVE WATER . . .

Yes! The 1981 season is over (almost). All boats (almost) returned safely to harbors, with their (almost) happy crew. So now is the time to tell stories. To spread all the blood cooling and hair-raising adventures, to share all glory. But, of course, even the best stories are worth nothing without photos, because "One picture is worth 1,000 words", as an old proverb says.

Photocameras and sailing . . .

Could anyone imagine cruising or racing without taking photographs to later have all the magnificent scenes home, forever? Could anyone imagine the distinguished art of photography without puffy spinnakers, without sun reflecting on hardware, without shiny water sprays?

The whole affair of photography, one of the biggest adventures of mankind, started only 150 years ago when a Frenchman, Victor Niepce "caught life" on a glass covered with a photo-sensitive asphalt. To achieve this the needed exposure was 10 hours. Durability of the pale picture was just several hours. And still it was called a miracle.

Most of us were taught at school that the name "photography" came from the Greek works phos — light, and grapho — to write.

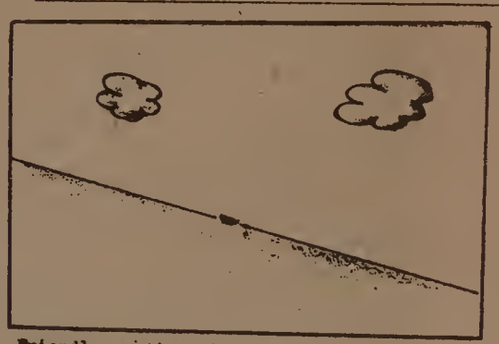
Certainly Niepce was not the only one who developed photography. But soon dozens of nations wanted the glory of inventing photography. In my case I was taught that it was invented by a bright scientist named Photographoff (sounds like Smirnoff).

Hell with them. Most important, and amazing, is that the possibilities of photography are unlimited.

For us sailors, more interesting than the problem who was the true inventor of photography, or what means autofocus, is why our pictures so often are . . . let's say, not too excellent . . .

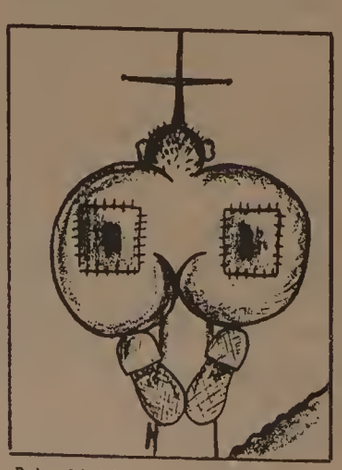
No, no friends. I am not going to give you a short lesson of photography. God forbid! *Out of My Mind* was never a creative column — rather destructive. In place of it, I would rather like to discuss several typical photographs from sea-going cameras. Pictures so absolutely typical that they became a kind of *"Classics from the Sea"*.

Reviewing hundreds of *"Classics from the Sea"* at a photocontest I asked one experienced newspaper editor, why pictures from the sea are so often . . . hm . . .



Friendly meeting with tanker.

Lonely bird.



Bob climbing mast at storm...

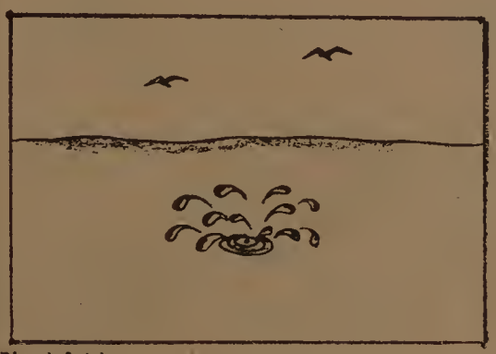
Self portrait - from hand.

First sign of land.

A.W.

Bill (unvisible) and I during watch.

Sunset in Fiji...



Big dolphin.

Out cat got flying fish!!!

CLASICS...

"classic".

"I don't know," he answered, "but for sure pictures taken on land are almost always good. As for pictures taken from the air, probably only each tenth is good, and from the sea, let's say, only each hundreth . . ." Not only in Europe do people call it "Kitch" — pretentious but poor kind of art, a typical, dull, shadow and cheap, picture.

Most everyone will agree with me, there are three worst photographs: a guy with a sextant and a beard, mostly looking with sun to avoid grimace on his face. Another is a guy behind a steering wheel a'la Joseph Conrad, with lots of hair on his chest. Still another is a sunset through shrouds . . .

So let's go to "classics". "It is easy to be a critic." But what about creative criticism?

Let's be serious, not caustic. If someone would ask me (I have a quarter of century experience with camera) how to take excellent photographs on the ocean — sorry, I have no ready formula. But I'd like to suggest what not to do: For sure never take sailing too sophisticated, very expensive or new, camera. Never trust that it will stay dry, even in your sleeping-bag. Never try to use a camera while on watch — if your skipper is a hot breed — your camera will return home without you.

Don't be an "astronomer" and leave in peace all celestial bodies like Sun, Moon, Venus, Polar Star, etc., etc. Never shoot a tanker unless you can smell her.

Another important problem. Sailing to other countries, or visiting "special" places, we must make sure if photographing is permitted. In case of any doubt, much, much better is not to take pictures than take. Because if you take, sometimes they can take you.

When I stopped, to brake the monotony of singlehanding, on the remote Island Wake (attention treasure hunters: an amazing fortune of gold and bottles full with quick silver is buried there since 1866 in coral, after German bark *Libelle* tried to roam this tiny, but hard target) I asked the Islands' officials what can I photograph to be okay with US Air Force regulations. The answer was "Everything except the contents of "Top Secret" envelope which is deposited in our safe." Frustrated I took only one picture, a badly corroded gun from World War II (Fig. 1).

The magnificent world of photography! Pictures sent by the Voyager from remote Saturn showing its unbelievable miracles via 2 billion miles. (I calculated that if an average

FIG. 1

FIG. 2

URBANCZYK

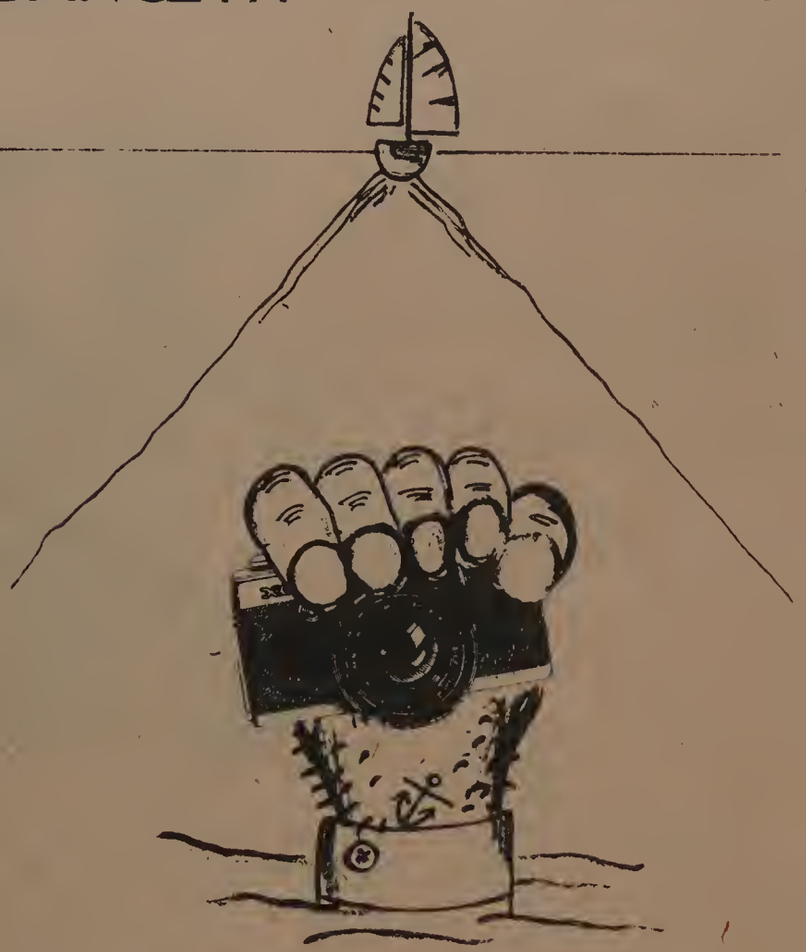


FIG. 3

sailboat would sail through such oceans of space it would take 1800 generations of sailors to cover such distance. Don't be a nut, don't check it! Be polite, and believe it!)

And the amazing polaroid camera giving pictures instantly and discretely. Pictures of Galaxies and pictures of bacteria. Black and white, color, stereo, motion, ultra-violet, infra-red. X-ray (ski season started!) and X-rated (no ends of season).

So let's be optimistic. Good picture is a good one even in an age when each year billions of snapshots are taken. "My one apple will amaze the whole Paris" — said the famous painter Cezanne. Today in the year of fruit fly, it would be probably hard. But we still can try our best. Even if we aren't as lucky as the gentleman who caught this unique photo (Fig. 2), our possibilities like possibilities of photography are unlimited! So keep your camera ready, especially in dramatic situations (Fig. 3).

— andrew urbanczyk

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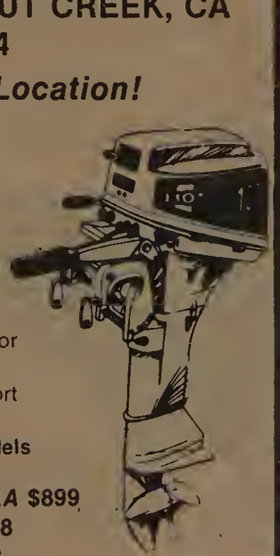

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OYRA & MORA

Last month we told you we'd bring you the one-design and offshore winners for the 1981 season in this issue. We were half right. Due to the scheduling of the banquets for the respective winners, we decided to present the OYRA and MORA champions only. We think we got them right, but this is a complicated game; there were spring winners, fall winners, overall winners, individual race winners, etc. It took some figuring out as to who to feature and who not to. In any case, here's our wrap-up.

Crew of **Stuff**, with skipper Bill Twist, upper right.

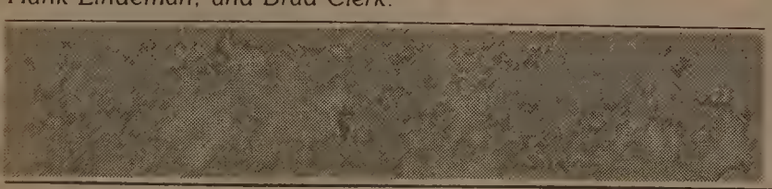
IOR I – Danforth Series

Leading Lady, Peterson 40, **Bruce Munro/Stan Reisch**, Los Altos. *Crew: Chuck Artigues, Ted Wilson, Mike Dias, Rob Sharnau, Bob Bergtholdt, Warren Seward, Russ Boudreau, Ken Munro and Jessa TeWalt.*

Bruce Munro considered the big boat division one of the most competitive he's sailed in during his eight years of racing the spring Danforth series. Providing good competition were *Wings*, *Sioc*, *Irrational*, *Monique*, *Scaramouche* and *High Noon*. Bruce knows one of the key elements to success on the ocean is keeping your concentration up. Personally he was always thinking and talking about the race, keeping attention focused on sail trim, boat speed, where the wind was, etc. "On the ocean, there's a tendency to lower your intensity and it's the skipper's job to keep everyone interested."

IOR I – Gulf of Farallones Series

Monique, Farr 2-Ton, **Chris Gasparich**, Alameda. *Crew: Paul Wood, George Nagel, John Warnlove, Tom Jones, Steve Graham, Hank Lindeman, and Brad Clerk.*



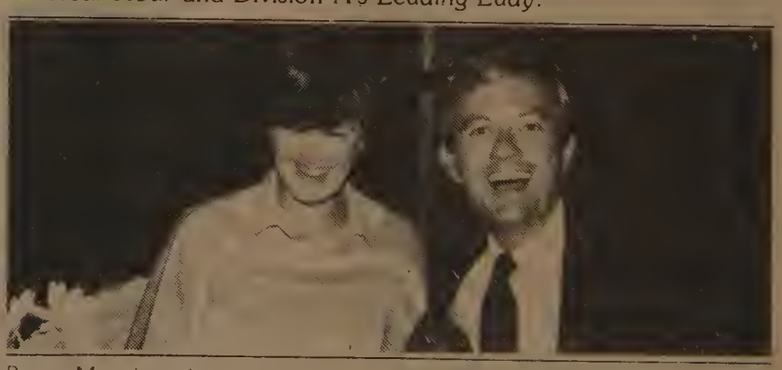
Chris Gasparich wasn't particularly joyous about his second half of the season win. "We were the only Class A boat in the Half Moon Bay Race!" he said. He was disappointed neither *Wings* or *Swiftsure* made an appearance for the seaon finale. Against the division II IOR boats, *Monique* took a fourth correct in the Half Moon Bay Race.

This is Chris's third year with *Monique*, and his first win. He finds the Farr-design, with lots of wetted surface, a great boat in any kind of breeze, but sometimes on the light, lumpy ocean races they suffer. Before *Monique*, Chris campaigned the PJ43 *Sunchaser* for four years in the ocean series.

IOR II – Danforth Series

Stuff, Chaser 33, **Bill Twist**, San Francisco. *Crew: Rob Moore, Peter Daly, Jack Adams, Chris Viering, Mathew Quint, J.B. Bateman, Beth Alling, Jeff Gardner and Dave Lapier.*

Bill Twist and his *Stuff* crew not only won their division in the Danforth, but took the overall IOR trophy for the series as well. They started slowly in the Schoonmaker-Stewart Lightship race, hitting the wrong side of the course and finishing well back. From then on, though, they led the pack. Going into the last race they were tied with Bob Klein's *Amateur Hour*. Sailing the finale in thick fog, they never knew how they stood. They sailed hard all night, taking the rhumb line course; when the mist cleared they wound up second in the division and third overall, enough to give them the win over both *Amateur Hour* and Division A's *Leading Lady*.



Bruce Munro, right.

Bill has owned *Stuff*, a Peterson 3/4 Ton, for four years. He's had great success with her, winning the Golden Gate mid-winters four times and the Danforth and Gulf of Farallones in 1980. He finds the boat very well suited for the varied ocean conditions. They go better outside the Gate than on the bay, where they're often overpowered in strong winds.

IOR II – Gulf of Farallones Series

Jim Cate.

Magic Too, Wylie 34, **Roy Raphael**, Richmond. *Crew: Guy Raphael, Tom Wylie, Tom Krace, Kim Desenberg, Ian Klitza.*

Roy Raphael attributes his victory to a super crew, which included four good drivers. By rotating the person on the helm frequently, they kept their speed up all the time. Roy sees boat speed as the most crucial factor on the ocean, whereas boat handling is more important on the bay. He also gave thanks to his Loran, without which he feels they couldn't have done well in the foggy races.

Roy's major competition came from the other Wylie 34's in the fleet: *Killer Duck*, *Leading Edge*, and *Unlikely*. *Monique* was a threat as well.

PHRO I – Hal Nelson & George Gester Series

Temptress, Swede 55, **Jim Walton,** Danville. *Crew: Mike Monahan, Matt Blake, J.R. Buckinham, Garrett Walton, Bill Albers, Jeanine Stojkovich.*

Jim feels consistency was the key to his triumph in both halves of the season. After winning a couple of the early races, his rating dropped from 78 PHRF to 66. *Mistress* didn't win any races after that, but still managed to sail well enough to win overall. "It's pretty hard to keep an eye on your competition when you give them 30 seconds a mile!" Jim even offered a winning formula for the rest of the fleet, suggesting they sail well and dog the Swede 55 around the course and they'd probably correct out the winner.

Jim finds that high pointing ability isn't as crucial on the ocean as the bay. Often it pays to foot fast rather than jam the boat up into the wind. Downwind there are big benefits to be reaped from surfing. With ocean waves sometimes traveling at 20 knots, each one you catch shoves you ahead. Jim's surprised more boats don't use the same technique.

PHRO II – Hal Nelson Series

Desperado, Pearson 10M, **Jaime Muniz**, Sausalito. *Crew: Ted Turner, Pat Uhl, Jim Aubrey, Dale McKeag, Gary Watson, Jeff Gething, Kara Halvorsen, Bank of America.*

This was Jaime's first season on the ocean, following sessions with the Sausalito Cruising Club midwinters and the YRA. He says his crew goaded him into racing out the Gate and he's glad now he took

Bill Carter, above, says "the reason they're called Perpetual Trophies is because we're perpetually trying to get them returned!

their advice. Weather-wise they had perfect sailing weather for the first three races and some fog after that. They never had any really rough sailing, which Jaime had worried about before the season.

Desperado's main competition came from *Wave Length* and *Mist II*. Jaime gives much credit to his crew's consistent performance. The hardest part of ocean sailing is keeping everyone's mind on the race, but they still find time to relax and tinker with sail trim to generate more boat speed. They relied on dead reckoning for navigation, along with keeping a sharp eye out for boats with Loran antennas and following them!

PHRO II – George Gester Series

OYRA & MORA

ALL PHOTOS BY

Mist II, Columbia 36, **Ray Sieker**, Belmont. *Crew: Ken Popplewell, Ken Inouya, Nancy Hine, Mike Southerland, Rick Wolfrom, Mike MacIntyre, and Alan Hollingsworth.*

Ray Sieker loves to sail out on the ocean, where, he says, "you get

Jim Walton.

away from the rat race and it's relaxing even though you're racing." He's been competing outside the Gate for five years in *Mist II*. This year he found the best rivals in *Desperado*, *Wave Length*, *Scrapper*, and *Gypsy*. *Mist II*'s success came from a good crew and being wise to the situations. In light air, says Ray, they picked the right place to be at the right time, a skill they've picked up over the years. They navigate by dead reckoning, and Ray maintains the fog doesn't disturb them.

MORA I

Rocinante, Yankee 30, **Alex Malaccorto**, San Jose. *Crew: Bill Childers, Daphne Richardson, Beth Summers, Rich Wiedenweg, and Joshua Lindsay.*

After three years of campaigning in the ocean, Alex and his crew have learned which way to go most of the time. Their level of skill has also risen to the point where there are enough good helmspersons aboard to keep going fast both upwind and down. Two of the lessons they've learned are 1) when beating up or down the coast, stay inshore and play the lifts off the cliffs and 2) when it's foggy, go for the blue sky because that's where the wind is.

The ocean, Alex says, demands more seamanship that the bay. It also requires fighting with yourself to maintain optimum performance. He's found that a lot of races are won or lost by less than a minute, which means any slacking off can be deadly. *Rocinanate* flew a mylar 150% jib with a very narrow "groove". The difference between being in or out of the "groove" was three quarters of a knot! That's part of why they rotated the helm every half hour to keep the steering sharp.

MORA II

86ED, Santa Cruz 27, **Rolf Soltau**, Campbell. *Crew: David Hodges, Doug Hodges, and alternates.*

Rolf found his best competitors were *Bloody Mary*, *Saint Anne* and *Rocinante* during the first half of the season, and the new Express 27 and *Felony* in the second half. He feels crew consistency and brand new sails helped him win his second Division II title in three years. Rolf likes the ocean, which he finds less hectic than the bay. He considers it more of a thinking game out there, whereas the bay requires more muscle. He also greatly enjoys the camaraderie of the MORA sailors. "We're a nice, tight group," he says.

MORA IOR

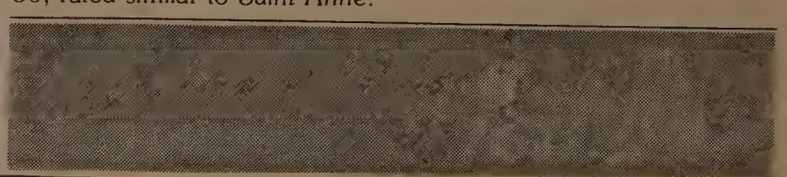
Saint Anne, Olson 30, **Richard Heckman**, Castro Valley. *Crew: Bruce Heckman, Mark Heckman, Wally Hanson, Dave Hankel, Donny Dixen, Varon Smith.*

Richard was pleased and surprised at *Saint Anne*'s victory. After sailing his Santana 27 *Quetzal* for many years in MORA, he began to

Alex Malaccorto, right.

notice the boats that finished before sunset often did well on corrected time. This was due simply to the fact that the wind shuts down at dusk and the smaller or heavier boats still out on the course suffer. His new Olson 30 (named after, as he puts it, "me dear sainted mother!") gave him the speed needed to pull off both first to finish and corrected time honors. Richard also loves to surf out in the ocean, and the ULDB Olson 30 is perfect for that.

Richard felt pressed in the spring series by *Tequila Sunrise* and in the fall by *Felony*. They gave a lot of time to *Tequila Sunrise* and knew if they saw her they were in trouble. *Felony*, the new Pyramid 30, rated similar to *Saint Anne*.



LATITUDE 38/SHIMON

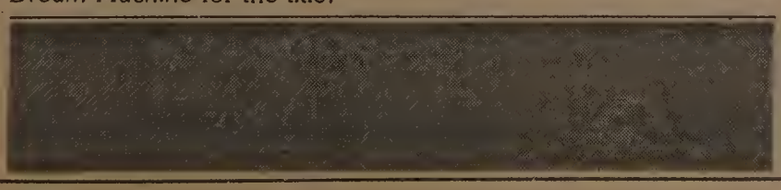
SANTANA 35

***Dream Machine*, John Aitken**, Atherton. *Crew: John Christianson and Ed Lehmar (both partners in the boat), Dr. Jim Boso,*

John Aitken and son "J".

Fred Lahr, Jerry Tameo, Willie Jensen, Steve Aldridge.

"We were not the greatest sailors out there," says John Aitken, "but we had a positive attitude and we always tried hard." Last year, *Dream Machine*'s first, saw them at the bottom of the fleet, but one year of experience got them into the game for the 1981 season. The one-design fleet started off with 12 boats and eventually came down to five or six serious entries, especially *Wide Load*, which challenged *Dream Machine* for the title.



John recalls the Farallone race as the most exciting. *Dream Machine* carried a two-mile lead around the islands, but *Wide Load* and *Friendship* managed to claw their way up, making it a three way battle coming under the bridge. *Friendship* eventually triumphed by one second — after 60 miles of racing!

John was also particularly proud of his navigator, Dr. Boso, who relied completely on dead reckoning, and the fact that they were using two year old sails.

Association of Singlehanders (ASH)

***Dominique*, Yankee 30, James Cate, Jr.,** Livermore.

Competing in his third ASH campaign, Jim finds he no longer has to screw up his courage to face going out on the ocean alone. "Now it's like any other race," he says, "only you work harder and there's no one to shout at." He also found one of the benefits of solo sailing is not having to buy all that beer for the crew.

Jim used both RDF and dead reckoning to navigate. In the foggy

The crew of **Desperado**, skipper Jaime Muniz second from left.

Jim Ong triangle race he found himself lost on the approach to Duxbury. He hooked up with two boats carrying Loran, only to find out that they, too, didn't know where they were!

Jim's main competition came from Hans Vielhauer's *Chaparral* at the beginning of the year, and from two very dissimilar craft at the season's end. He gave 42 seconds a mile to John Hendrick's *Surf*, a modified Santana 20, and received 72 seconds a mile from Frank Dinsmore's *Francis Who?*, an Olson 30. "We spread out rather quickly after the start," says Jim, "and I didn't see much of them for the whole race."

— latitude 38 — *svc*

MAX EBB

"It's always like this out here!" remarked one of the crew facetiously. He was referring to the absolutely perfect weather conditions that can, on rare occasions, make ocean racing a pleasureable experience. Just a few minutes earlier we had rounded the light bucket with a comfortable lead on the rest of our class in the last ocean race of the season. Our spinnaker and staysail were drawing perfectly, we were doing an easy 8 knots with less than 10 knots of apparent wind, and we would reach the gate on the last of the flood tide.

"This is just like in the beer commercials!" said the least experienced member of the crew, who had only raced inshore. "I thought the ocean would be at least as cold as the bay."

"All we need are some porpoises playing in the bow wave," said the skipper.

"I could do this for weeks," added the new crew. "When do we go to Hawaii?"

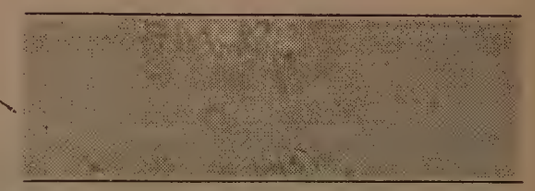
"Actually," said the skipper, "I've been thinking seriously about entering the race from San Francisco to Kauai next summer."

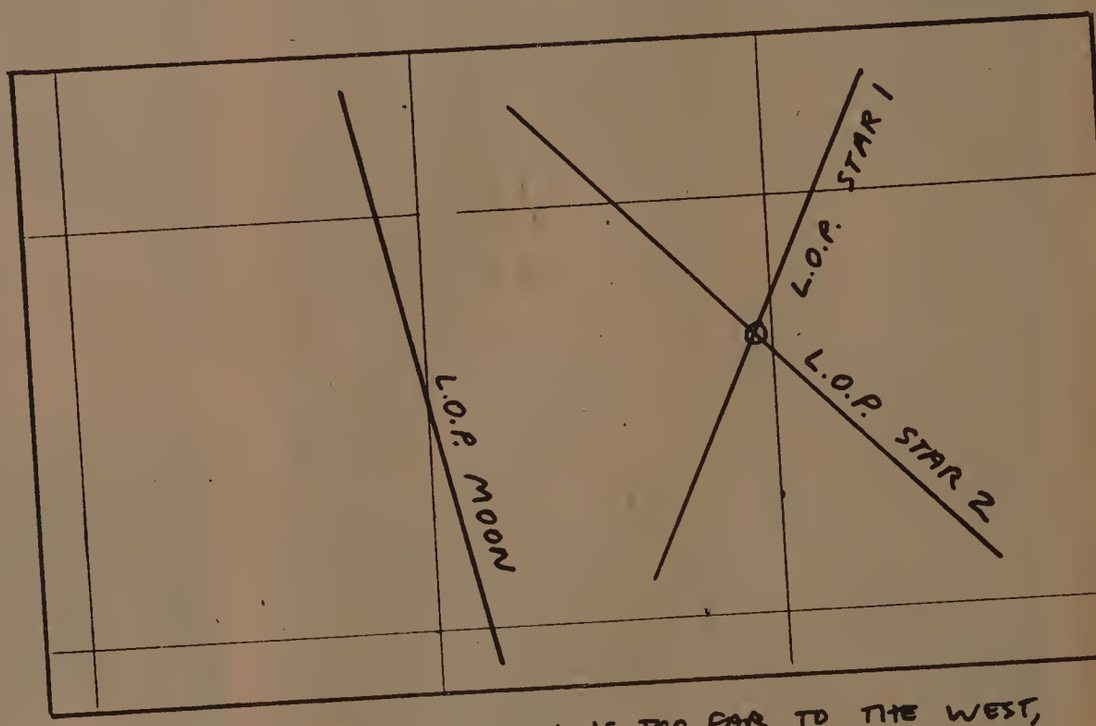
Those were the magic words, and several pairs of ears twitched up.

"If I knew a good navigator," he continued, "then I think I'd do the race for sure."

"That shouldn't be any problem," said the spinnaker trimmer, who was standing up on the windward rail holding the sheet. "You could learn it yourself in a day or two . . . TRIM!!"

The winch grinder down by the leeward sheet winch spun the handle for a few seconds.





IN THIS CASE, LOP MOON IS TOO FAR TO THE WEST, SO ASSUMED GMT IS EARLY

"It takes more than a couple of days," said the grinder. "I'm taking the Celestial Navigation course at College of Alameda. There's an awful lot to learn. It's a great course, though. It costs almost nothing and the instructor is real good."

"Yeah, but they're teaching it the old way," answered the trimmer without looking down from the sail. "Anyone with a basic aptitude for geometry who takes advantage of the pre-programmed navigation computers that are available now could learn it in a couple of hours."

"I don't think it's very smart to go offshore with just a computer to reduce your sights," I said skeptically. "Equipment like that will always fail at the worst time."

"Not necessarily," said the trimmer. "The calculators out now are very reliable and durable, and many don't need charging or battery changing for months at a time. Of course, no system is fail-safe. A conventional navigator who loses the Almanac overboard is in big trouble — so you have to have a backup no matter what method you use."

"But I don't have the time to take a long, detailed course in navigation," said the skipper. "The calculator approach sounds attractive. What kind of machine would you suggest?"

"There are several good ones on the market," he answered "but I use an HP-41C with the plug-in navigation module. If you haven't used Hewlett Packard calculators before you'll have to get used to the 'reverse Polish' notation. Even so, I'd recommend it over all the others. In fact, the Bay Area Marine Institute offers a beginning celestial navigation course specifically geared to the HP-41C. The class only meets for three sessions!"

"That doesn't seem like nearly enough time," said the grinder.

"With a good computer, all they need to do is describe the basic theory and the plotting procedures and tell you which buttons to push. There's no math in it at all! Now, it may not be the best way to learn, but I'm sure it's the quickest. And besides . . . TRIM! . . . no amount of classroom instruction is going to be a substitute for practice taking sights at sea."

"I couldn't agree more," I said. "Do they have a follow-up class?"

"Not really, but they do have an advanced class for people who are into some of the fine

points. Afficianados, you might say. They cover things like time sights, high altitude sights, even the lunar distance method!"

"The Lunar Distance Method . . ." repeated the grinder. "Isn't that the old way of finding longitude without using a chronometer?"

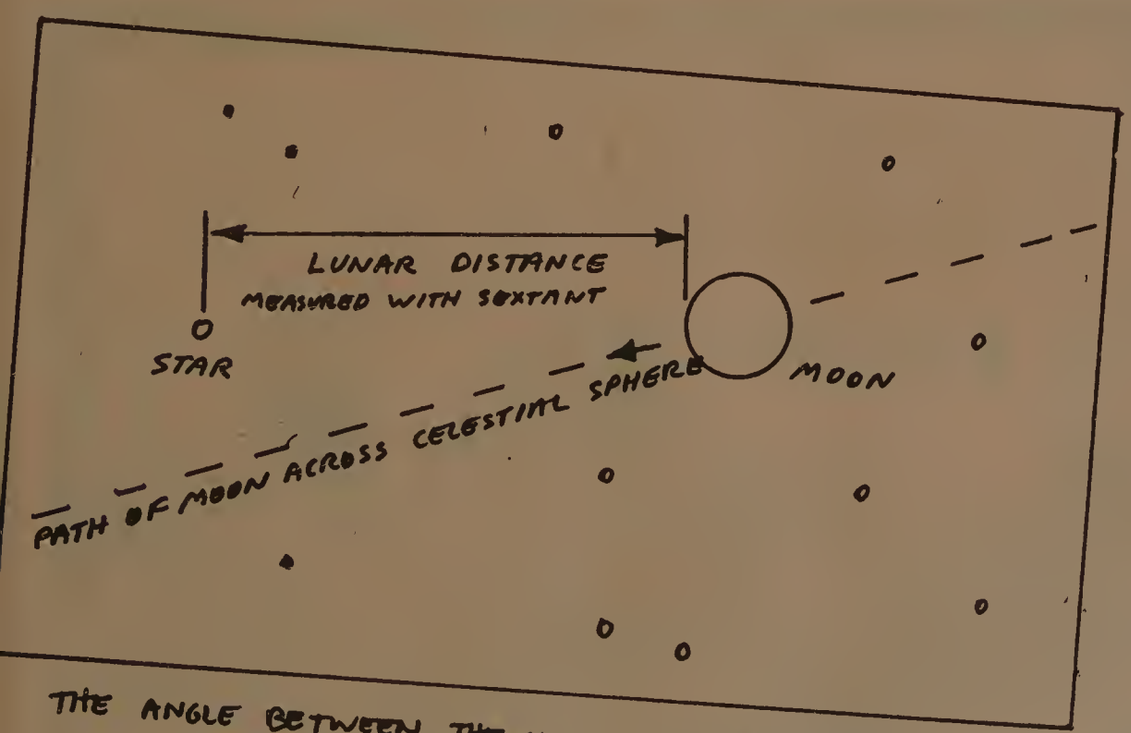
"Yes, it's ancient. No one in their right mind would use it these days."

"I've always been curious about it," I said. "How does it work?"

"I think I can explain the basics," said the trimmer. "As far as navigators are concerned, all the stars are glued to the inside of a giant sphere which rotates around the stationary earth about once a day. The sun changes its position on the inside surface of this sphere very slowly, going all the way around only once a year. Most of the planets change position even slower. But the moon . . . the moon goes around, relative to the stars, once every 28 days. So it is by far the fastest thing up there, relative to the stars."

"So what does that have to do with longitude?"

"Well, if you could measure the exact position of the moon relative to the stars, you could figure out exactly what time it was, and then get longitude in the normal way. So the whole idea is to use the moon as a clock. The 'lunar distance' sight refers to measuring the angle between the edge of the moon and a star with the sextant. You don't have any of the usual sources of error associated with the horizon, but you do have to correct for refraction of both bodies, and parallal and semidiater of the moon. It's a mess!"



THE ANGLE BETWEEN THE MOON AND A STAR DETERMINES GMT.

"How accurate is it?"

"Not very — the moon goes 360° in 28 days, so it's about . . . 12° per day, 30' per hour, or half a minute of arc per minute of . . ."

"SHEET!!" yelled the skipper.

"GRIND!!" hollered another one of the crew.

The grinder, who wasn't paying attention to his job either, finally jumped up and spun the winch. But it was too late, the chute was collapsed.

"STAYSAIL OUT! — DUMP THE STAYSAIL!" shouted the trimmer.

For a second no one could remember where it was cleated, but eventually we found it and got the spinnaker working again.

"Half a minute of arc per one minute of time," the trimmer picked up where he had left off (except now he was staring intently at the sail). "So if the lunar distance sight is good to within half a minute of arc, the error in determining GMT will be one minute of time, so the longitude error, at four seconds per minute, will be 15 minutes, or . . . TRIM! . . . 15 miles at the equator."

"That's not too bad for not having a chronometer," I said, "but the sextant had better be a good one if you expect any greater accuracy."

"Exactly. In fact, when you see an expensive sextant that has the arc callibrated down to seconds, it's really a throwback to the 19th century when lunar distance was done frequently and that kind of accuracy was important."

"Are there any special tables published for doing the corrections to the lunar distance sight?" asked the grinder.

"No, not anymore. But Letcher's book, *Self-Contained Celestial Navigation with H.O. 208* gives the formulas. Meanwhile, if you want to fool around with it, there's a less accurate variation that doesn't require any special computations."

"How does that one work?" I asked.

"Let's say the battery died on your only chronometer, and you don't have any

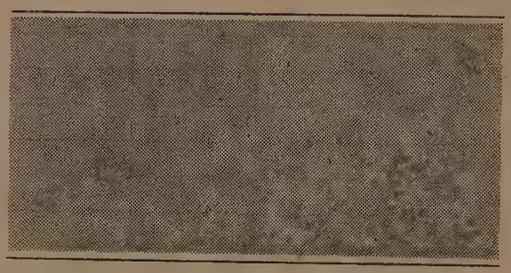
way of getting GMT . . . TRIM . . . TRIM PLEASE! . . . OKAY! . . . All you do is make a good guess at GMT, set your watch, and then take 3 sights, one of which is the moon when it's bearing approximately east or west. When you plot them, you'll find that the moon LOP is too far to the east. Re-plot the same sights, and then interpolate, extrapolate, or keep guessing (not to difficult with a computer) until you find the GMT that makes the 3 LOP's cross near the same point. You'll have found both your position and the correct GMT!"

"Sounds great."

"But very approximate. If the combined error is 5 minutes of arc (and it's hard to do better when one of them is a moon sight), the longitude could be off by 150 miles. So you really have to be hard up for longitude!"

"I'll carry an extra timecube," said the skipper.

"Or a ziplock full of $10 chronometers," I suggested.



"What about that bullshit I read about 'high altitude sights' after last year's race?" asked the skipper.

"Nothing to worry about this time," assured the trimmer. "Next year the race starts two weeks later, so the sun will be further south. Even if it's a fast race, it won't be a problem until possibly the last day or two. By that time you'll prefer star shots anyway — with a computer doing all the work they're handled just like the sun. Hey, are there any cookies left?"

The perfect conditions held all the way back into the bay, and we crossed the line at St. Francis with our competition barely in sight astern. We felt so good about it that we 'shot the breakwater' at Pier 39, still under spinnaker, on our way back to the Estuary. It had been the kind of day that would lure many boats into signing up for the spring ocean racing series.

Back at the dock, the skipper dropped some more encouraging hints about Hawaii, which made the crew even more enthusiastic about next season.

"Is it really always like that out there?" asked the new crewmember as the two of us put the cover on the mainsail.

"Yes, it's always like that out there . . . except when it isn't!"

— max ebb

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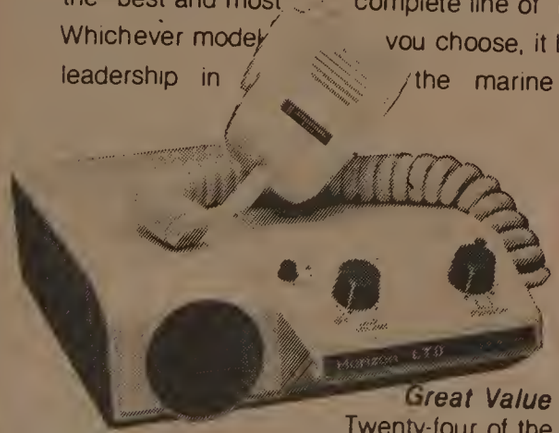

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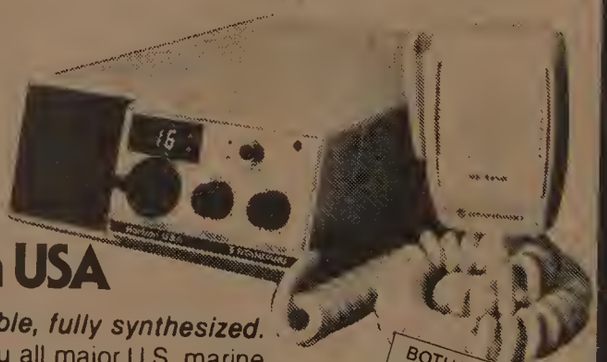

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BEAUTIFUL

Jan Pehrson gets around. When we first met her she was crewing on an Islander 36 to Hawaii. Inspired by that trip, she bought a LeComte 38 in Florida which shortly thereafter was crushed in a vain attempt to deliver it to the west coast. All during this time she's been sailing her Cal 20, *Scoot*, on the bay and in 'home and away' competition with Oahu's Kaneohe Bay Yacht Club.

But lately Jan's most frequently been traveling and sailing in the Caribbean where she prefers to spend her winters. It's warm there, you know. So warm she's made it four times in the last three years. The Caribbean is a big place, but as you'd expect a woman like Jan gets around. In all her Caribbean experience she's found the island people of tiny Bequia to be a special treat.

Not the least of which Jan likes about Bequia is the attitude its people have toward sailing. Unlike most of the peoples of the Caribbean, the Bequians are known as — and proud to be — good sailors. As Jan puts it, "every family has at least one son at sea, be they on a freighter, oiler, cargo boat, or yacht." The woman whose guest house she stayed at for $12 a night, had lost her father, a sea captain, in the 50's when a ship went down with fifteen sea captains aboard.

Bequia is about as far away from the U.S.A. as you can get and still be in the Caribbean.

Part of the reason Bequians sail is economics. The island is small, about 5 miles by 2½ miles, and the lack of industry ("none" except for a guy who does boat molds) and water makes it difficult to support its native population of several thousand. The average Bequian makes less than $1,000 a year, and families get by growing their own vegetables and raising chickens. This is typically supplemented by sons who go to sea and send money home to help make ends meet.

But Bequians sail and go to sea for more than just money, they love it. There are all kinds of little boats around the island, and it's not unusual for the same little boat to be raced, fished from, sailed, sculled, and used with an outboard motor. Virtually every family on the island owns some kind of boat or the other, usually all native built. During her stay on the island, Jan was told that it's easier for a Bequian to finance the building of a boat than the building of a home.

As best as we can determine, there are only two peoples left in the world that practice subsistence whaling: the Eskimos, who kill about 50 whales per year; and the Bequians who kill — this is no joke — about one whale per year. Whaling was not always practiced on the island, it was only after it

A Norwegian trawler, chartered for $25 a day in Bequia.

Friendship Bay, Bequia. While Jan was there 100 C.C.A. members came through with their boats.

ALL PHOTOS BY JAN PEHRSON

Dart and Trio, Bequia's two whaling boats. Like almost always, no luck today.

had been settled in part by New Bedford whalers that the tradition took hold.

But it's seemingly a dying tradition, as the only Bequians who continue to whale are older. They go out hunting whales every day of the week but Sunday. You think they'd be discouraged coming home 99.5% of the time empty-handed, but they insist they "do fine".

In 1980 a harpooner on one of the boats had speared a whale that began to drag the boat. Unfortunately the chock guiding the harpoon lines broke, jeopardizing the harpooner's leg. The line line had to be cut, and as a result no whales were taken during all of 1980. But it all evens out; in 1979 they got a mother whale as well as the calf that was alongside her.

Whaling, as practiced by the Bequians, is not a modern industry. There are no big sophisticated ships with harpoon cannons as used by the Japanese and the Soviets. The Bequian fleet consists of *Dart* and *Trio*, two 30-ft. open whale boats; the harpoons are thrown by hand.

Dart and *Trio* are moreorless lug rigged and propelled by a combination of cotton and dacron sails and by sculling. They have special fold-up rudders that, when the ballast stones are removed, allow them to be dragged up on the beach by the crew.

Given the relative primitive equipment, the Bequians don't pose a great threat to the world's whale population. Their technique is limited, too. Each day as the two boats put to sea, a spotter climbs to the highest peak in search of whales through a spyglass. We find it hard to believe, but it's claimed that when the spotter sees a whale he uses a mirror to direct the reflection of the sun in front of the whale boats. This supposedly alerts the crew to turn on their walkie-talkies to receive specific directions.

The whalers on Bequia are proud of what they do. When asked if they'd heard of Greenpeace, they replied, "No."

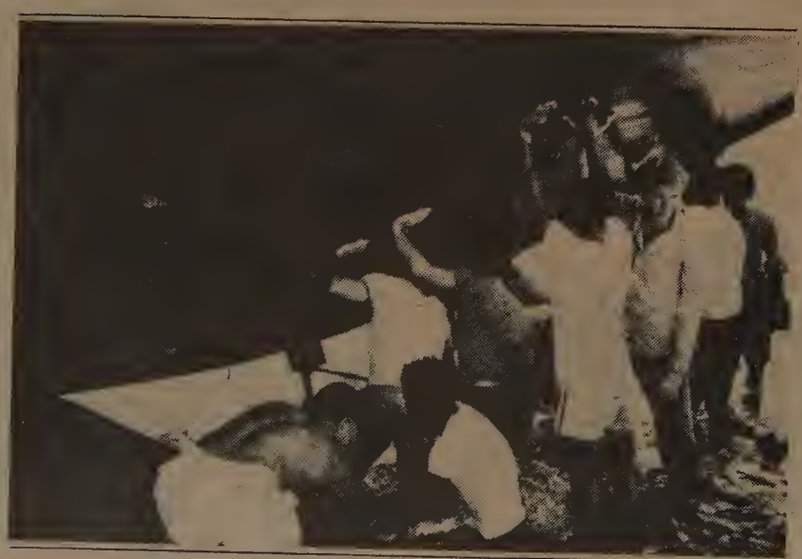
As you might suspect, since they kill a whale so rarely, when they actually do it's cause for a big celebration. Everyone gets in a festive mood and comes down to buy their share. According to accepted practice, everyone gets 10 pounds; 2 pounds of blubber and 8 pounds of meat. Apparently that is the ratio of fat-to-meat in which it is supposed to be prepared.

The weather in Bequia, one of the dozen or so of the 100 Grenadines that is inhabited, makes it easy for the sailing tradition to survive. The northeast trades blow almost constantly at 20 knots, and the air temperature varies between 78 and 82 degrees. The point of sail between Bequia and St. Vincent and other important islands is a pleasant

Making sail on the Friendship Rose.

The stem of another 85-ft. cargo ship marks the start of another boatbuilding project on Friendship Bay.

BEQUIA



Launch day. (Top), the women and children take ringside seats in the trees. (Middle), some of the helpers stop to contemplate their next move. (Bottom), near the water's edge, an unsuccessful attempt to lift the boat into the water by hand.

reach, and has allowed the use of pure sailing ships as cargo carriers between the islands.

Actually, besides the mail boat, the only regularly scheduled transit between Bequia and St. Vincent is *Friendship Rose*, an 85-ft. passenger and cargo vessel built three years ago by Bequians in Bequia's Friendship Bay. Bequians are good boatbuilders and have built others of this size. A similar boat was built a year later for singer/poet/born again Christian Bob Dylan. But you don't have to be a rock 'n roll star to afford one — you can get your own built for around $30,000.

These are reputed to be good boats, although not exactly with the 'yacht finish' you'd expect of Palmer Johnson or Swan. The Bequians principle weapon in construction is the adz, and they use nothing but traditional hand tools. Electric tools are not used at all. The hulls are built of local woods, with the keels brought in from South America. It takes three Bequians about 15 months to complete such an 85-ft. boat.

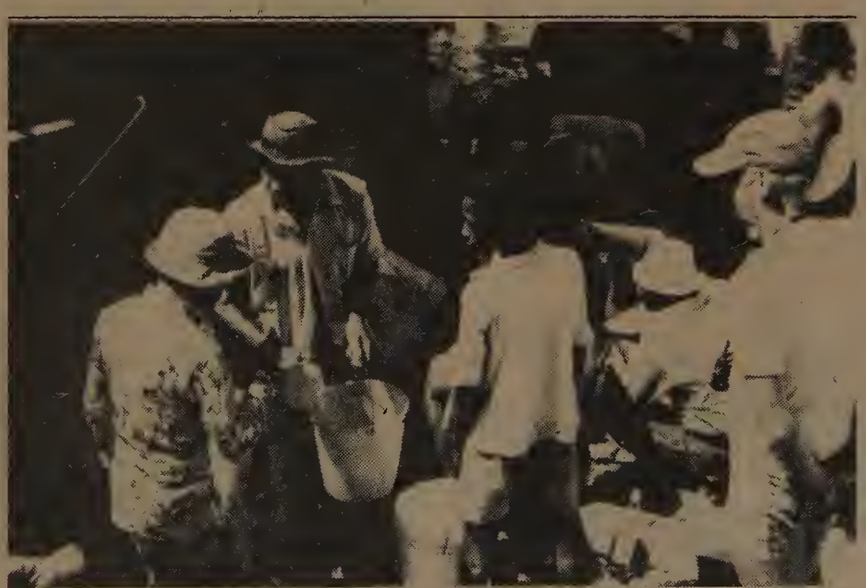
Launching day for such a boat is every bit

Wave Dancer, having almost been wrestled into the water.

as much an occasion for celebration as is catching a whale. But you don't launch a boat on a tight schedule at Bequia like you do, say at Svendsen's Yard in Alameda. You see, boats in Bequia are built on a hillside about 100-ft. from the water. That's so when the boat is finished it can be backed up on sand-slipperized rolling logs and pulled into the water by 100 men tugging on a big 8-purchase block and tackle. That's the theory anyway, it doesn't always work out that way.

Friendship Rose, for example, was built in an area with too much sand and the launching took almost two full days. As such, it was a real crowd pleaser, what with all the women and girls watching from the trees and the men sipping rum from big plastic buckets. Dylan's boat (he was there) was sort of a bummer. It took less than an hour to launch and didn't even allow the festivities to get started.

While Jan was in Bequia they launched *Wave Dancer*, another cargo boat over 85-ft. The launch, taking from 7 in the morning until 6 at night, was ideal because it was long enough for an all-day party, but short enough for dancing afterwards. The supervisor of the launch was a former Bequian fisherman who had lost one arm while dynamiting fish. He was also one of the three men who built *Wave Dancer*.



A Bequian comes around with a plastic pail full of rum to keep the boat-launching troops happy.

The boat suffered from two minor disasters while on the way to the water. The first happened when a check line broke, splitting one of the rolling logs, allowing the boat to careen forward crushing the work shed and smashing into a tree. This put the boat off its planned trajectory, and when it finally got close to the water, it was aiming right at some rocks. After lots of contemplating, sipping, jacking, and attempts to lift the boat by hand, the anchor, block and tackle was moved farther out and the boat pivoted safely into the water. In the days of early aviation they used to say any landing you survived was a good one; in Bequia a good launching is any one that gets the boat to water.

That's not the modern way to do things, but that's the way it's done in Bequia, and that's the way Jan liked it. Bequia has lots of good anchoring, its people are extremely friendly — particularly to sailors. The island has quite a bit of vegatation and the people speak English. Busy with animals and crops in Sebastapol, Jan can't go there this winter, but she kind of wishes she could.

— latitude 38

505

"It wasn't your typical San Francisco bay regatta," said Trevor Baylis after the recent 505 World Championships held on the Berkeley Circle from October 8 to 14. Baylis, from Tiburon, crewed for Santa Cruz's Larry Tuttle and together they were the highest finishing locals in the 83 boat fleet. Teams from the U.S., England, France, Sweden, Denmark, West Germany, Japan, Kenya and Singapore competed in the six race regatta, which featured a mixture of wind conditions.

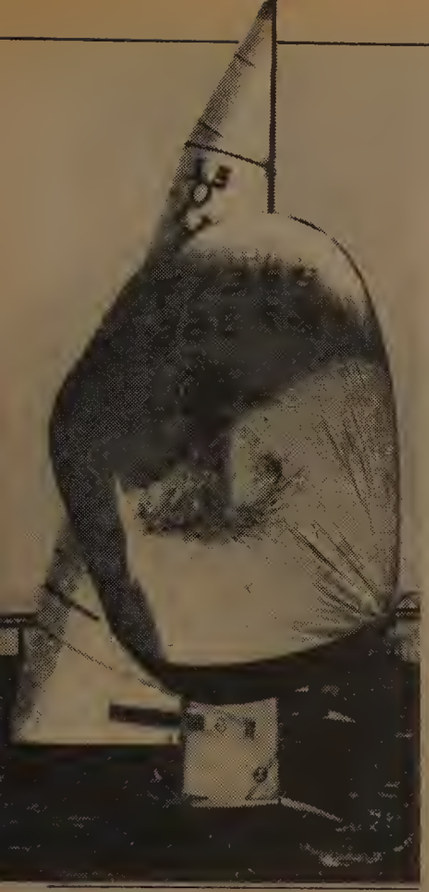
"We had a 'normal' westerly only one day," continued Baylis. "We also had a northerly, northerlies shifting to light westerlies, and even 30° oscillating shifts, something I've hardly ever seen on the bay."

The atypical conditions negated any home town advantage that some of the local sailors may have had. Before the races began, Lafayette's Jon Andron, with crew Howard Hamlin, and Los Altos' Dennis Surtees, paired with Jay Kuncl, looked like strong contenders for the title. Both had finished second in previous Worlds (Surtees has been bridesmaid three times in his 18-year 505 career). However, once things got underway it was clear that talent and preparation, irrespective of geographic familiarity, would take home the bacon.

Winners of the Pacific Cup, a three day warm-up and final qualifier for the remaining 16 berths of the American quota, were a pair of lean and shaggy east coasters from Massachusetts, Ethan Bixby and Cameron Lewis. Bixby is in charge of one-design sailmaking at Hood Sails and a long

The wind machine broke.

LATITUDE 38 SHIMON



French spinnaker with mermaid.

time 505 sailor. Cam Lewis is a relative newcomer to the class, but a veteran international competitor with a string of Laser and Finn titles to his name. Cam had a taste of the bay earlier this year when he crewed on the *Silhouette Vodka* International 18 at the Coors Open.

Lewis and Bixby arrived a month before the start of the Worlds and spent the intervening time practicing and sorting out their equipment. Included were some new Mylar and Mylar/Kevlar sails and a $1,000 carbon fiber mast, exotic stuff that's boosted the price of a competitive 505 into the five-figure bracket. Besides the psychological advantage of being extremely up-to-date, Bixby and Lewis got the bugs worked out enough to create a speed potential that put them in the front row before the starting gun went off.

Second in the Pacific Cup were Andron and Hamlin, a pair who've been sailing together for the past several seasons with good success. They've even going in as partners in building 505's, and their boats were considered on a par with the benchmark Mark Lindsey hulls made in Massachusetts.

Once the Worlds started, the Andron/Hamlin team's hopes faded quickly. They scored 19th in the opener, and continued the series with roller coaster scores, ending up 8th overall.

"It gets tougher and tougher all the time to do well," Jon reflected afterwards. He observed that there were a great number of fast boats in the fleet, particularly the American contingent, which placed a premium on good starts and getting away clean on the first beat. The fleet used a gate start rather than the traditional line start in order to prevent time-consuming general recalls. In the gate or "rabbitt" system, one boat sails across the fleet on port tack and the others have to sail between the "rabbitt" and the committee boat to start the race. In one race, a barging boat collided with Andron's and caused him to start poorly. He never fully recovered in that race. In another race he suffered a breakdown.

Even in his good races, Andron found adversity dogging him. In the second heat, one of his arch rivals, 1980 world champion Steve Benjamin broke a fitting while leading the fleet and started to slide down the standings. Fearing Andron the most, Benjamin elected to single Jon out for a covering maneuver, allowing other boats to slip through while he fouled the local's wind. Andron figures without that interference he might have won the race; he ended up 4th. Regardless, Andron doesn't bemoan his final standing; he's had enough good regattas to chalk up one to experience.

One thing that does bother him though, and a sentiment echoed by Dennis Surtees is the increasing heavy financial and time commitment required to compete successfully in the class. A top-of-the-line program, including hull, spars, sails, and trailer, runs over $10,000, over twice as much as it cost three or four years ago. Bixby and Lewis spent a year tuning up for the regatta, including two transcontinental expeditions and a full month of training before the regatta began.

"I think the class is still strong and active," says Surtees, who ended up 9th overall, "but it bothers me to see the soaring cost involved." The only redeeming element is that longer lasting equipment made of the newer materials, like carbon fiber and graphite,

Back in the saddle.

LATITUDE 38 SHIMON

LATITUDE 38/SHIMON

Weathermark action.

will lengthen the life of the boats. Top sailors like Surtees and Andron used to buy a boat every year, but now they figure they can get three or more seasons from the same hull.

"The boat isn't one iota more fun than it was when I first started sailing them," says Dennis, "and now they don't break down as much. You used to be able to run a good business on fixing broken 505's, but that's not the case anymore."

The father of five daughters, Dennis hopes to sail through the 1983 Worlds in Australia, and then get into more family sailing, with some big boat racing to keep the competitive edge.

Two of the young turks in the 505 game are Larry Tuttle and Trevor Baylis. Larry worked for Mark Lindsey for four years back east and then spent two years with Howie Hamlin building boats in Southern California. In March he moved up to Santa Cruz where he went into business for himself, turning out hulls, rudders, centerboards and masts, including the new carbon fiber type. Trevor currently works for Larry and has grown up racing on the bay. He crewed for the *Coors* entry in the 18 regatta and is no stranger to fast sailing.

Quick trip to the head.

Trevor says the fleet at the Worlds was extremely tough, which made it difficult to recover from early mistakes. The Tuttle/Baylis team had two races in the 20's and the rest in the top ten. Trevor summed it up by saying: "Either we got the first beat right or we struggled." They had the carbon fiber mast and Mylar main like Bixby, and Trevor says their boat speed was excellent.

After all was said and done, the race did indeed go to the swiftest. The final race featured a close duel between Bixby and Connecticut's Steve Benjamin, with Bixby finishing close enough to Benjamin to save his lead. While the discussions of time and money spent will undoubtedly buy several rounds at the bar, Sally Lindsey (ex-wife of boatbuilder Mark and a top skipper in her own right), perhaps gave the clearest insight.

"Ethan and Cam are good sailors and they spent a lot of time getting their equipment right," said the 1978 North American champion. "They were always right there. Ethan's been a member of the class for a long time and I guess it was just his turn to win."

LOUIS KRUK

Winners Bixby, left, and Lewis.

Final standings: 1.) Ethan Bixby/Cam Lewis, Massachusetts, (14)-2-1-1-3-11, 25.7; **2.) Steve Benjamin/Tucker Edmundson,** Connecticut, 3-(16)-2-2-2-7, 27.7; **3.) Jorgen Schonherr/Anders Kaempe,** Denmark, 1-1-3-19-(20)-10, 46.7; **4.) Gary Bruniges/M. Hale,** Australia, (13)-5-9-4-4-9, 56; **5.) Peter Colclough/Harold Barnes,** England, 6-10-(16)-11-6-1, 56.4; **6.) Larry Tuttle/Trevor Baylis,** Santa Cruz, 24-4-(28)-3-7-4, 64.7; **7.) Neil Fowler/Duncan Skinner,** USA, 5-7-(29)-17-13-2, 68; **8.) Jon Andron/Howard Hamlin,** Lafayette, 19-3-4-22-(32)-3, 72.4; **9.) Dennis Surtees/Jay Kunci,** Los Altos, 2-(21)-6-12-11-18, 73.7; **10.) Eddie Owens/Andy Grey,** England, 12-(15)-8-13-12, 79.

– latitude 38 – *suc*

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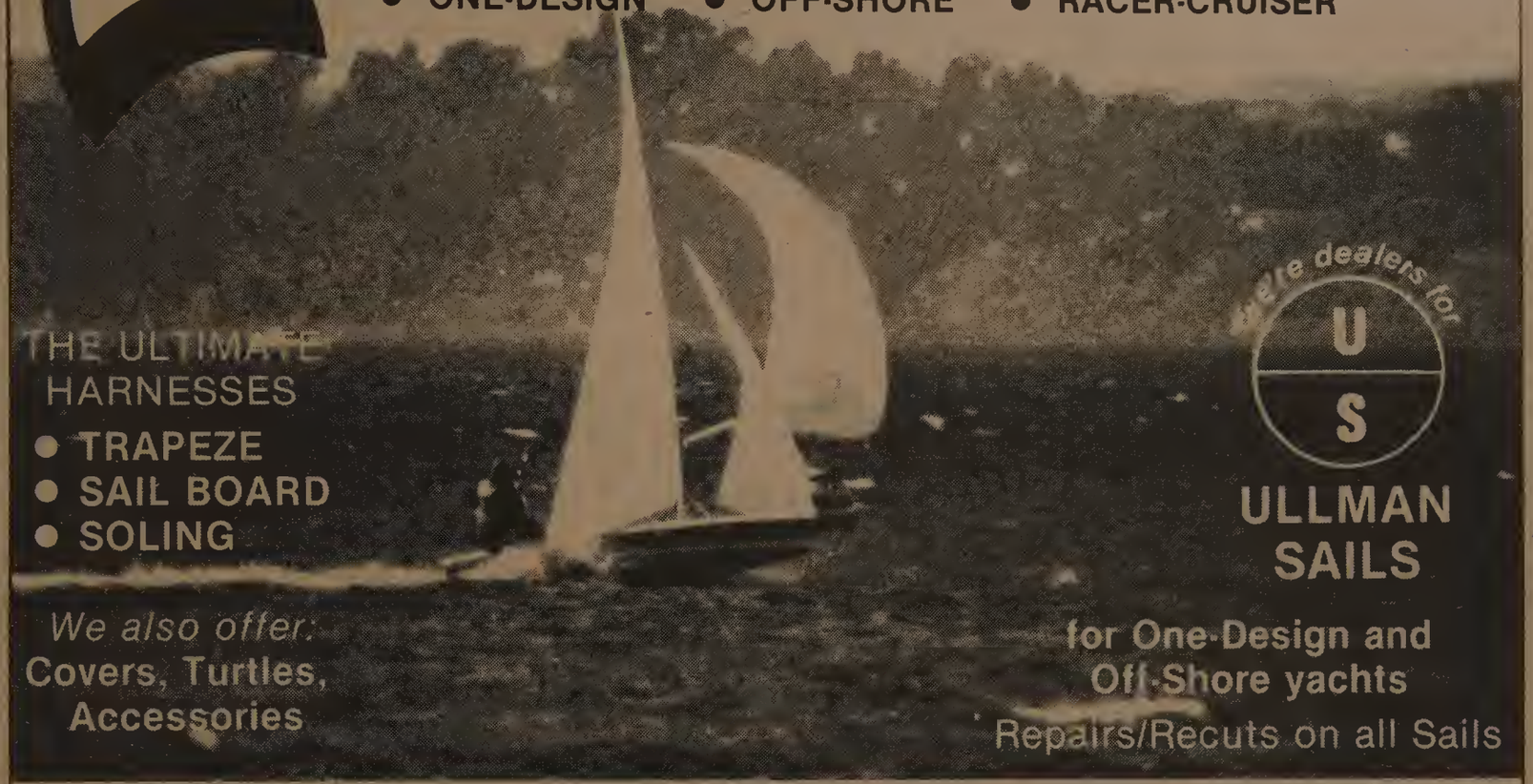

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COURT QUEST

Monday, February 21, 1977, at noon on the last day of a three-day Washington's birthday weekend, *Quest*, a Catalina 30, was damaged and shortly thereafter sank while attempting to transit the south shoals off San Francisco in heavy seas. The boat's owner, Kurt Zane, in his late 20's, drowned after 90 minutes in the water. Crewmembers Gale Smith, in her middle 20's, and John Blacklock, several years younger, were rescued by the Coast Guard after 2¼ hours in the water. Blacklock spent the night in the hospital and was released the next day. Smith fractured a distal fermur, hospitalizing her for 10 weeks and requiring her to wear casts for another 10 weeks.

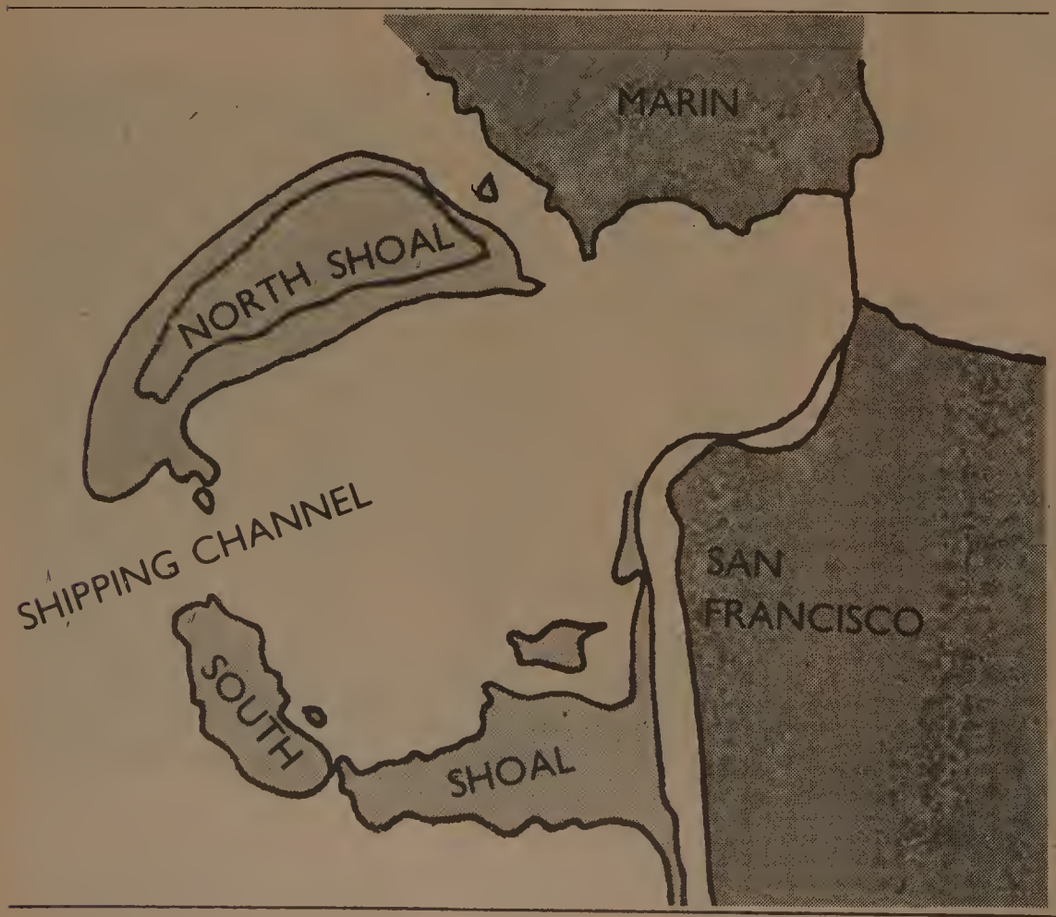
Zane had taken delivery of the boat in November of 1976 and reportedly hoped to sail the boat through the Panama Canal and perhaps to Europe. He'd sailed the boat frequenty in the bay, and before the incident had made two ocean trips; one to Bolinas and once around the lightbucket in flat seas. When the tragedy occured, *Quest* was returning from a three-day trip to Half Moon Bay, part of the reason of which was to see if Blacklock and Smith were interested in Zane's more far reaching sailing plans.

When *Quest* left Half Moon Bay, small craft warnings had been posted for 35 hours and gale warnings were in effect a short distance north of San Francisco. The day's weather was similar to that of the previous day, an unusually destructive one for northern California recreational boaters.

In the morning a small powerboat was destroyed in large waves off Point Bonita, killing all three aboard. A few hours later the owner of an Islander 36 injured his ribs after punching through a steep wave. After that the Islander 28 *Hot Tub* was dismasted when hit by a 25-ft. wall of whitewater in the south shoal area. The boat's occupants were taken aboard a 44-ft. Coast Guard rescue lifeboat, which was then knocked over and held in an inverted position for 30 seconds before righting.

Whether Zane was aware of these deaths and injuries prior to leaving Half Moon Bay is not exactly clear. However, there were indications that he and another Catalina 30 had agreed to make good a course to the lightbucket and thence down the deep water shipping channel which separates the North and South Shoals.

For whatever reason, Zane did not go to the lightbucket, but entered the south shoal about 3 miles from shore. *Quest* was apparently broadsided by a large wave, knocking her down at least 90°. She was dismasted and her engine rendered inoperable. Several other waves struck the boat, and Blacklock believed that it caused an indentation or hole at the hull to deck joint. The survivors maintained that the water coming through this hole and through what they felt was a too large companionway, combined to sink *Quest* in 3 to 5 minutes. Smith was struck in the leg by the boom and received her injury as the boat went down.



While in the water Zane activated an ACR EPIRB (Emergency Position Indicating Radio Beacon). It's light glowed, supposedly indicating that it was functioning. However, it's signal was never picked up by a ground station or the helicopter that eventually rescued Smith and Blacklock.

Exactly who or what was to blame for the tragedy may never be known, but a jury in San Francisco spent 34 days taking a crack at it late this spring. It was by no means a simple case.

The estate of Zane and the two survivors filed suit against ACR, the manufacturer of the EPIRB (and Chrome Alloy which designed it and West Coast Rope which sold it).

Catalina Yachts, the manufacturer, and Eagle Yachts, which sold the boat, were sued for product liability and fraudulent misrepresentation of the boat as oceanworthy.

Survivor Gale Smith sued the estate of

Kurt Zane for negligence.

The estate of Zane sued Catalina and ACR for $350,000 in wrongful death of Zane and also asked for punitive damages against Catalina.

One of these actions, Gale Smith versus Catalina Yachts and Eagle Yachts, was settled out of court for $27,500 just before the proceedings began. The defendants probably later regretted the settlement. Particularly Eagle Yachts which was exonerated of any guilt.

In the trial, ACR's defense was that their EPIRB worked — it apparently did work in tests conducted when it was recovered after the accident. They contended that its signal had not been picked up by ground stations because the transmission line-of-sight and *Quest*'s EPIRB was surrounded by coastal mountains. They maintained the rescuing helicopter did not receive the signal because its receiver was broken. They also contended that aircraft don't monitor EPIRB frequencies while in the bay area, and commercial shipping does not monitor it at all.

The jury was out for two days, and decided, despite ACR's defense — that under California's 'comparative fault' laws — ACR was 52% responsible.

Catalina, which produced various tests to prove *Quest*'s hull-and-deck joint was strong enough and that what Blacklock said he saw was almost physically impossible, was exonerated on product liability. However, the jury found them 18% at fault for 'unspecified negligence', primarily in the fact that the boat didn't come with a locking mechanism on the companionway hatch. (Mind you this is the hatch, not the hatchboards.)

Because of what the jury found to be Zane's negligence, he was found to be 30% at fault.

Blacklock, for the purposes of some of the actions, was found to be 5% negligent.

So who got what?

Smith was awarded about $50,000 from the estate of Zane; however, the $27,500 she'd got in a pre-trial settlement was deducted from this. She was also awarded a little over $10,000 from ACR.

The estate of Zane had asked $350,000 in wrongful death from Catalina and ACR; Blacklock's attorney had not asked for a specific amount from the same parties. Zane's estate was awarded $150,000, but it was reduced to $105,000 because they deemed he was 30% at fault. Blacklock was awarded $20,000, but that was reduced to $14,000 because Zane was deemed 30% responsible and Blacklock himself 5% responsible.

However, the jury also agreed with the defendents that the incident had happened more than 3 miles offshore, the effect of which is that it was not in their, the state jurys jurisdiction, but in that of a Federal jury. Not wanting to go through the expense of another trial, and in recognition of the fact that Federal law is far less favorable in such awards to plaintiffs, the case was settled with ACR and Catalina agreed to pay Zane and Blacklock a total of about $96,000. ACR would pay about $63,000, Catalina about $33,000. About $90,000 of the money would go to the estate of Zane; about $7,500 to Blacklock.

As noted before, Eagle Yacht Sales was completely exonerated. The claim for punitive damages against Catalina Yachts was denied.

We'd like to make a couple of comments. The first is that we hope everyone now knows boats have absolutely no business in either the north or south shoals during high seas — and this is triply true during the winter and when a swell is confused or has been running for several days. You must go around the lightbucket and down the shipping channel or you are flirting with danger. In addition, you never want to take a breaking wave broadside if you can possibly avoid it.

We'd also like to say something in defense of Catalina boats, since so many readers assume that any party named in a lawsuit is automatically guilty, the eventual verdict notwithstanding. The byword of all Catalina products has always been 'value', and we suspect that their low price has been a decisive factor in most sales. And while it's our opinion that Catalina's have historically been less ruggedly built and rigged than comparable models from Cal, Ericson, Islander, and Pearson, they still have an awfully good track record.

Hundreds upon hundreds of Catalinas sail in the blustery waters of the bay and up the delta, and we hear few complaints. Many owners, in fact, have started with the 22, moved up to the 27, and then the 30 — the 38's are used in Congressional Cup match racing. Catalina is not a fly-by-night, deceive-the-customer kind of outfit.

What about Catalinas in the ocean? In most conditions we feel they'd be fine — but of course it's those few and far between nasty conditions that you really worry about. Catalina's certainly wouldn't be at the bottom of our list of boats to sail in the ocean, but at the same time they wouldn't be at the top either. In our opinion Catalinas are 'good values', with all the good and bad that implies.

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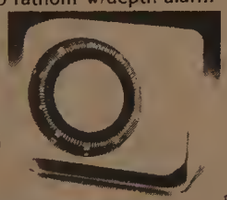

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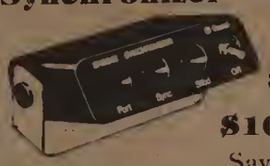

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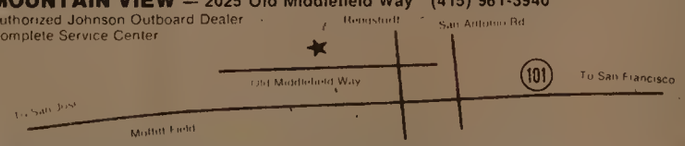

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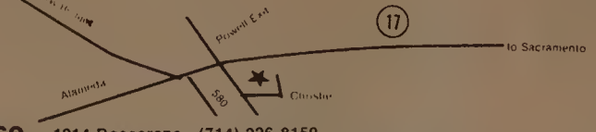

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3" Cowl Only
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Inside Cowl
3" $32.55 **$25.10**
3" Cowl Only
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4" Cowl Only
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3/4"	$2.29	**$1.99**
1 3/16"	3.79	**3.19**
1 9/16"	4.99	**4.39**
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Small	$1.46	**$1.15**
Large	3.96	**3.15**

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3 Year Durability Warranty

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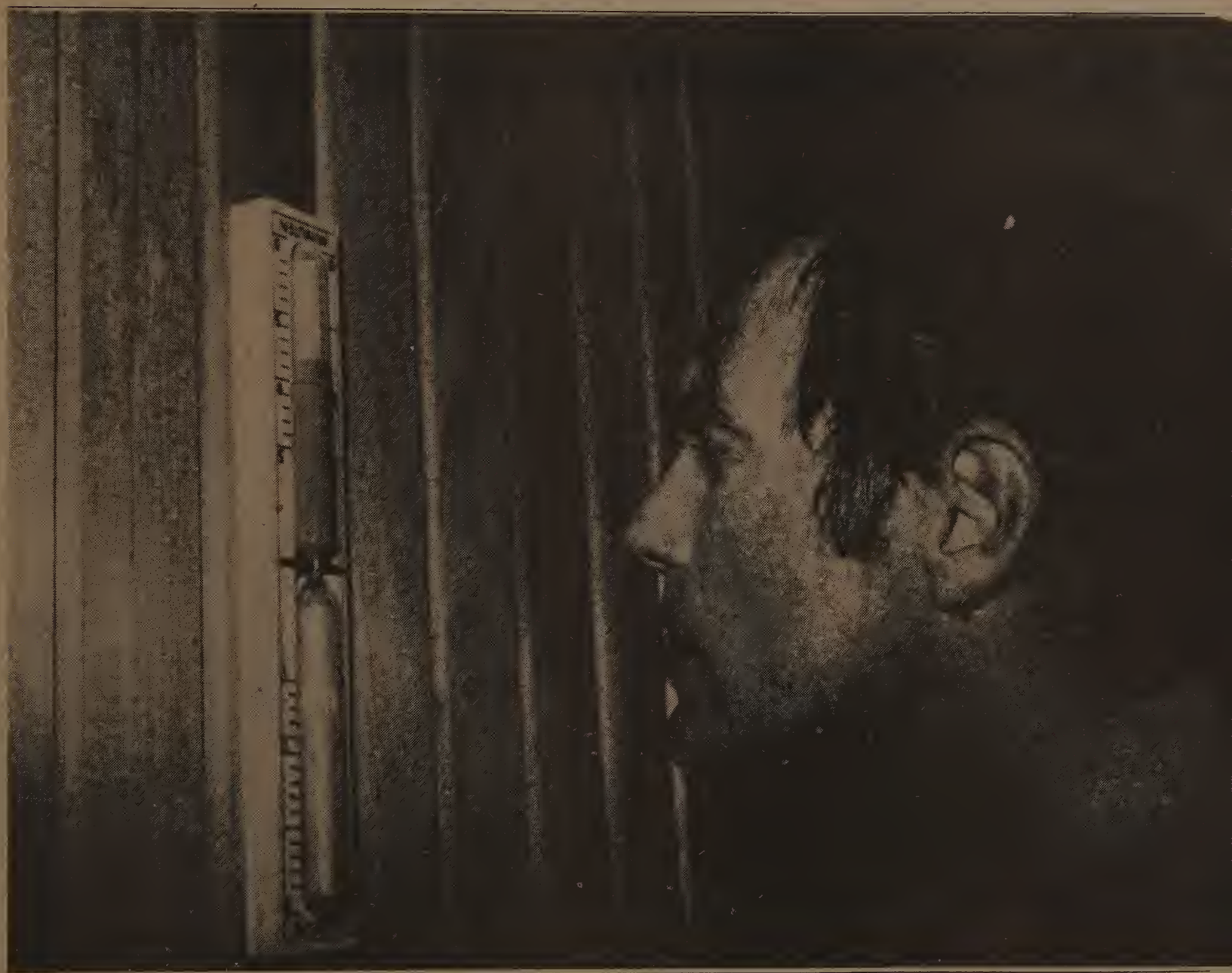
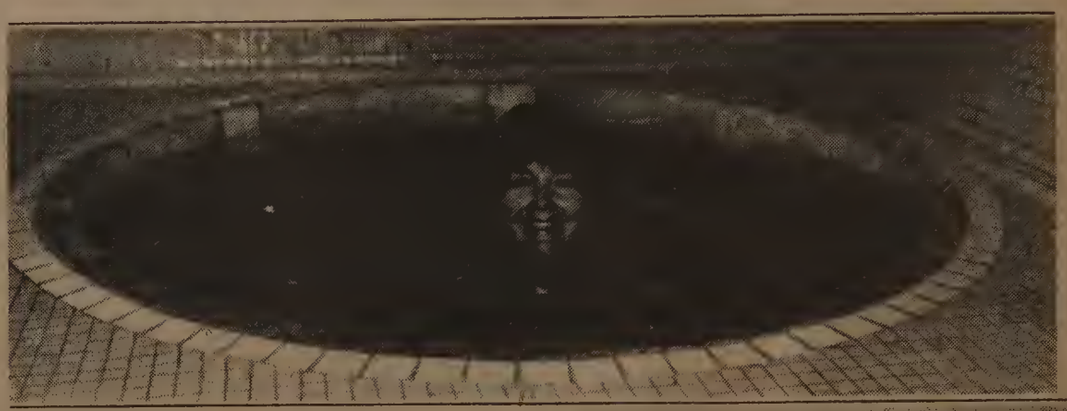
SOAK IT TO ME



Much of the time mid-winter sailing in the bay is as toasty (or toastier) and more mellow than any other time of the year. Of course sometimes it's so ------- wet and so ------- freezing. you could just -----. It's on those latter occasions you might do what Sue Rowley and crew did following their last YRA race of the season. Sue's crew did it in Sausalito, but there are appropriate places all over the bay area.

ALL PHOTOS BY SUE ROWLEY

SOAK IT TO ME



The moment I stuck my big toe in the hot tub, I knew it would calm me down, cheer me up, and float away the pain. I don't have a hot tub of my own, but *Floating World*, in Sausalito, has eleven of them for rent, and after the last YRA race, I really needed it. We all needed it.

Besides me, there was:

Cool Hand Craig, our winch grinder and spinnaker sheet trimmer, fresh from the TransPac with plenty of harrowing stories to tell.

Scandalous Steve, our ladies man and shipboard Polack, who is fantastic on the rail, if only we could get him on the right rail.

A-1 Ann, queen of the mainsheet, who has never been seen without her makeup.

Lollipop Lorainne, Jill of all Trades, with her pockets full of Jelly Bellies.

Boundless Billy, of unlimited talents, famous for scampering up the headfoil at a moment's notice.

Halliards-crossed Hicks, the foredeck adolescent, was cowering in the corner, with good reason. Friar John, the skipper, (who holds his boat in very high reverence,) was taking inventory of the many methods at his disposal for doing Hicks in. It seems the race was lost because Hicks had crossed the halliards (again), forcing a "baldheaded" genoa change going to weather, and allowing no less than six boats to slip by. The rest of the race was a tense scramble to catch up, and we ultimately finished a paltry fourth.

"Stretch out and allow the penetrating heat to melt the tensions from your body " the brochure from *Floating World* suggested.

Toe de-number is hot, hot, hot.

The steaming bubbles enveloped my aching ankles and soothed my navy blue knees as I inched into the burbling cauldron, submerging my spine against a whirling jacuzzi jet.

"I remember reading about somebody who fell asleep in a hot tub once," Hicks expounded. "When they found him, he was pretty well cooked." A wicked gleam appeared in the skipper's eye as he edged menacingly towards the kid, but Hicks escaped lithely into the sauna and banged the door shut.

John tossed a toy sailboat into the tub, hoping to discover some secret about velocity-made-good and current configuration, and that little craft went to weather like a son-of-a-gun! "Oh, I wish I'd brought my rubber ducky," whined Lorraine, a dimpled Shirley Temple look-alike.

Hicks progressed from the sauna to a cold shower before plunging with wild abandon into the center of the tub, creating a tidal wave which pitch-poled the little boat. From then on, with its keel sticking up, it was not a boat at all but "Jaws II".

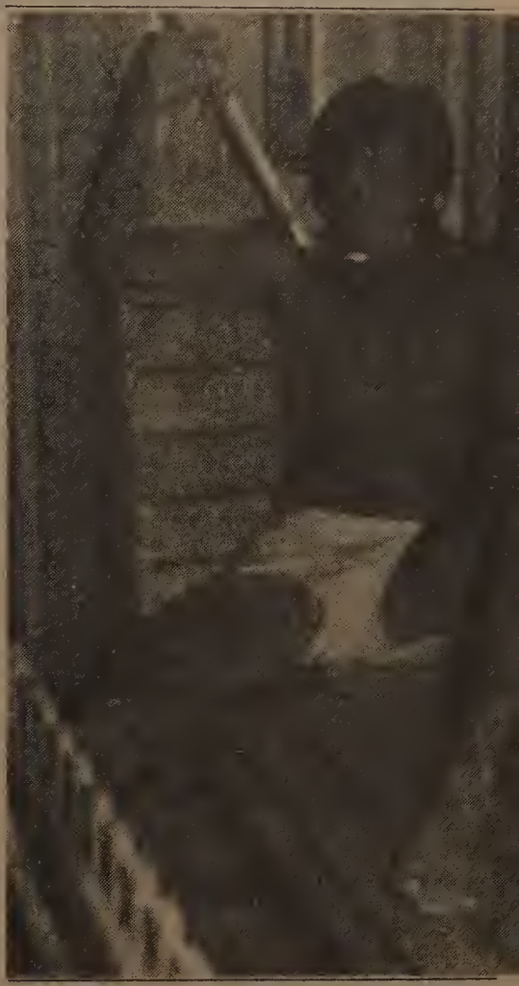
"Inhale the wispy cloud of cedar flavored steam and intoxicate your senses," the brochure invited. That shouldn't be too difficult for this crew, I mused. Some of them are rather accustomed to inhaling wispy vapors and intoxicating their senses.

Little tubs are great for a couple, big tubs for the whole crew.

A voice came over the intercom, barely audible over the din of frolicking adults, offering us freshly squeezed orange juice, delivered right to the room. As we waited for the knock at the door, we wondered just how much intercomming goes on in this

place, so we checked it out. Apparently you can turn it off if you don't want to be disturbed while you are tubbing, showering, saunaing, or napping. (There's a bed in each room, but the eight of us aren't THAT chummy).

Soon, a young lady named Kachina appeared with our juice, and it was quaffed down so quickly by the crew of parched sailors that we recommended they serve it by the pitcher. They will also provide mineral water, shampoo, conditioner, and towels, so it isn't necessary to plan your sojourn way ahead of time. You can just drop in if the spirit moves you, or the race results inspire it. They don't take reservations anyhow.



You can sip water from a ladle or drink juice in a bottle.

We were just prying the skipper's fingers from the foredeckman's throat when suddenly the jacuzzi jets shut off, the signal that our time was up. Reluctantly we removed our cedar-scented bodies from the tub, and discovered that we had a privacy problem. We had all arrived in swimsuits, and now it was time to change into dry clothes before venturing out into the Sausalito fog. Eschewing the alternative of traipsing down the hall to the ladies room, we women ducked into the sauna to change; a comical experience if I ever had one. Picture, if you can, trying to pull a long sleeve turtle neck and jeans onto a hot, damp body. Everything got stuck halfway on (or off!). Ann and Craig had the foresight to bring warm-ups to slip on over their swimsuits; less entertaining, but smart.

Hicks' face was turning blue so we removed the towel that John had twisted tightly around the kid's neck, and we all headed for the lobby.

"That was really great," said Ann.

"We should do it again," said Craig.

"Anybody got any food?" asked Hicks.

"How 'bout a jellybean?" offered Lorraine.

"How do you get out of here?" asked Steve.

"Just go through the door," I explained.

"I'm gonna kill that son-va-bitch!" John vowed.

"Ciaou," said Billy.

— sue rowley

TROUBLEMAKER

Our coverage of the 1981 TransPac (Volume 50) included mention that the Morgan 37, *Troublemaker*, owned by Walnut Creek attorney Cliff Wilson, San Leandro marine insurance broker Gary Swiggett, and Walnut Creek retailer Steve Stevens, had broken her boom and rudder and had dropped out of the race. We were only half right.

The boom did break and the rudder was lost, but *Troublemaker* certainly did finish the race — under spinnaker no less. The Pier 39-based sloop eventually crossed the line in fourteen-and-a-half days. Ironically that was only a day and a half slower than her 1977 passage and almost four days faster than her trip in 1979 — and both of those times she had a rudder the whole way!

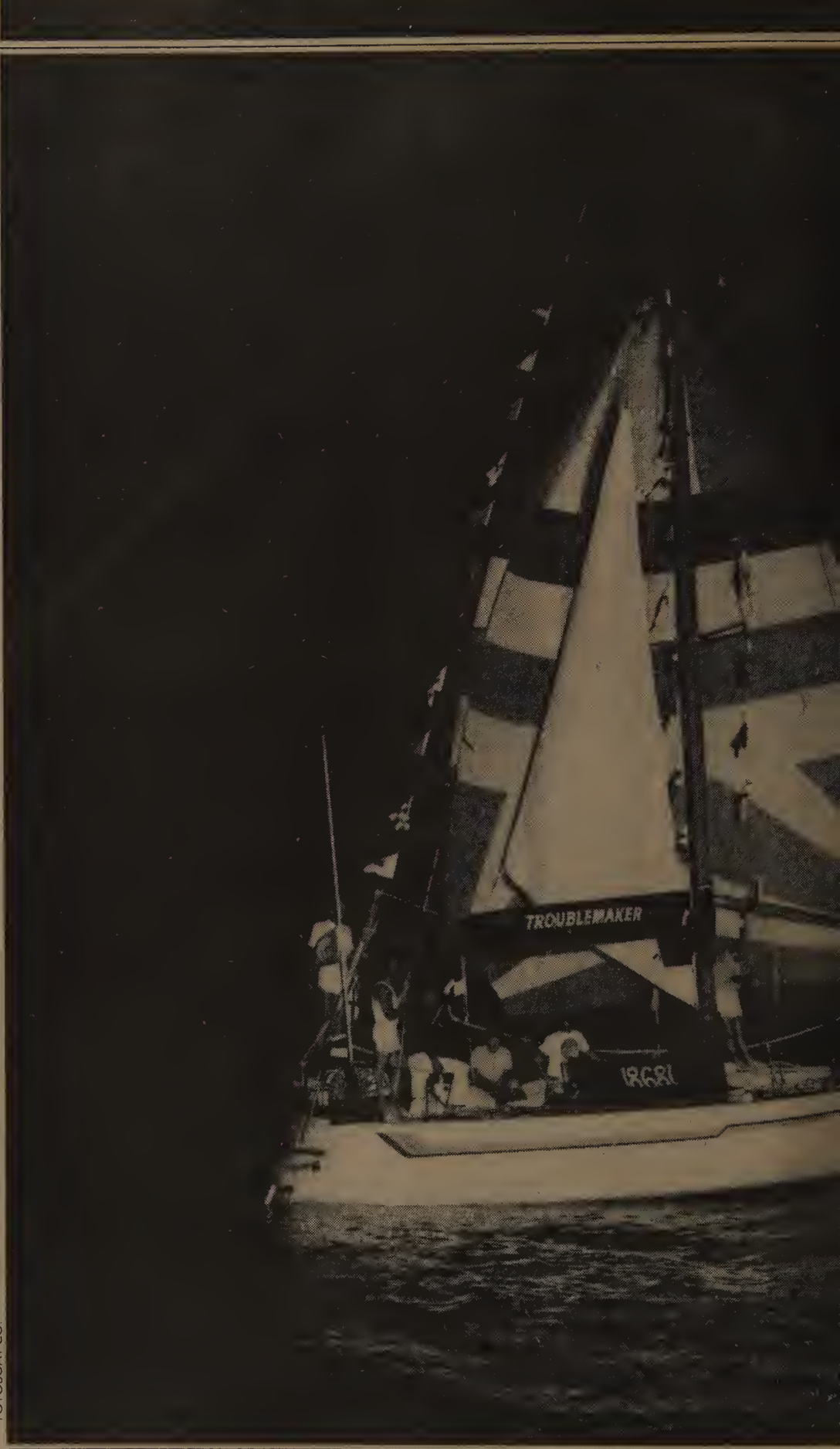
Cliff Wilson met us one Saturday morning before going out to practice on *Native Son* for the Big Boat Series, and he told us *Troublemaker*'s real story in the TransPac.

A Heritage One tonner, *Troublemaker* was designed by Florida's Charlie Morgan and launched in 1976. The original owners campaigned her on the bay and in the '77 and '79 TransPacs. Then Cliff, Steve, and Gary bought her with an eye on the '81 TransPac. The three new owners spent several months and mucho bucks taking the boat apart and putting it back together for the race. Nine new sails were purchased, and the bottom extensively faired.

Due to scheduling problems, neither Gary or Steve were able to go on the TransPac, but except for Cliff Wilson and Carl Godtferdsen, all the '81 crew had TransPac experience. In fact, three of them were former owners: Dem Smith (skipper in the '77 and '79 TransPacs); Bob Hall and Steve Doty. Navigator Rob King Ellison (on his fifth TP) and Todd Anderson rounded out the crew.

Everything went well for the first three days of the race, but early one morning a broach tossed Cliff out of his bunk. Dashing on deck he saw the boom dragging in the water and watched *Troublemaker* in the throes of a death roll. The final broach was hard, and snapped the boom in half.

Resourceful enough, the crew used the spinnaker pole and emergency tiller as splints to jury rig the boom and in just six hours they resumed the hunt. The next five or six days were "great sailing", according to Cliff. They were hitting 15 to 16 knot bursts and logged a couple of 210-mile days — pretty good for one of the smallest boats in the fleet.



FOTOBOAT CO.

"Keep clear," "Having difficulty maneuvering," "I've damaged my steering," and "I need a tow."

Troublemaker's crew wasn't shy when it came to looking for wind; they zealously chased squalls all over the ocean, trying to position themselves in the maximum wind. This practice resulted in great bursts speed

applying rip-stop tape to mend tears in the nylon. He remembers working on a spinnaker and blooper once and hearing a lot of crashing and banging on deck, and then having yet another torn sail stuffed down through the hatch for him to repair. Once he wondered aloud how long the destruction would continue. Former owner Steve Doty looked at him and answered, "It never stops."

The hectic pace took its toll on the crew as well. Although greater than most boats reported, Wilson estimates that it blew 25 to 35 knots almost the whole way across, with seas 20 to 40 feet between trough and crest. Cliff recalls telling himself that he had to rest because his mind and body simply couldn't keep going, and he knows the others were pooped as well.

Part of the problem was the near constant bailing that had begun on the third day. Cliff figured at the worst they were taking an average of 100 gallons an hour, most of it coming through the rudder post. Luckily they had installed a second bilge pump in the engine compartment — this in response to the Fastnet Race in 1979. Aboard *Troublemaker* the crew on watch would log in every hour and then pump for 15 minutes to get the boat dry. This extra chore further sapped the crew's strength and stamina.

Dramatic trouble struck again around noon on the eighth day while flying along under spinnaker. Bob Hall was at the wheel when all of a sudden and for no apparent reason the boat broached. Dem Smith, who had been taking a bath on the foredeck was wrapped around the backstay and his bucket ended up in the cockpit. They couldn't figure out what had happened, but after getting squared away again, they noticed the steering wasn't right. But a visual inspection of everything showed no problems, and they pressed on.

Twelve hours later, in the black of night, they ran across more squalls. Dem Smith, at

Jury-rudder, model Mark IIA.

SUSAN SMITH

but also was hard on the boat and gear. The Kevlar spinnaker sheets lasted only four hours; the cars for the turning blocks blew up; and they went through several spinnakers and bloopers.

In fact, Cliff spent a lot of time down below

TROUBLEMAKER

LATITUDE 38/SHIMON

Cliff Wilson.

the helm, mentioned that it felt worse, and then "Clunk . . . " there was no rudder at all; the boat rounded up and lay on her side. The crew managed to get the headsails down, but they were still in a fine fix — a moonless night, no rudder, everyone exhausted and still 500-miles to go.

Fortunately they'd brought along a self-steering vane for the trip home. Hanging cautiously over the stern, *Troublemaker*'s crew spent several hours bolting the lower half of the unit on. It was precarious work; the boat was still moving at 4 knots, and if anyone fell overboard there was no way to get back to them. The blade was finally installed and gave them some control, but the pressures were too great and it began to self-destruct.

When daylight came they switched tactics. They removed the self-steering blade and took the emergency tiller and spinnaker pole off the boom, attached floorboards to the spinnaker pole and tried using that as a sweep over the stern — failure again.

Finally they lashed the spinnaker pole to the backstay with the floorboard submerged; steadying lines were attached to the forward end of the new 'rudder' and then run to the turning blocks and tied them off to limit the 'rudder's' movement. Finally they drilled a hole in the spinnaker pole just above the stern pulpit, and there attached the emergency tiller.

Once again they set off, winging the 110 jib out to windard and proceeding at a credible 6 knots toward Honolulu. With just 15 to 20 degrees of lateral movement on the tiller, they could go no faster and still remain in control. Then, too, they also worried about the spinnaker pole, which was flexing 5 or 6 inches — but it held.

SUSAN SMITH

"Boom (foreground), two-part, slightly used."

Meanwhile back in Honolulu, Cliff's wife Sherry had followed *Troublemaker*'s early progress with enthusiasm as they worked up to 6th in class and 24th in fleet. When the boat all of a sudden stopped, rumors began flying as to what had happened. Sherry even heard the boat was sinking and needed to be rescued — not very comforting news.

But *Troublemaker*'s crew, despite limping along for 5 days at a 100-mile a day pace, decided they wanted to finish the race. "We felt like a 37-ft. racing raft, an IOR version of *Kon Tiki*!". The air lightened up as they sailed the final miles down the normally boisterous Molokai Channel. The light wind allowed them to triumphantly hoist a chute as they limped across the finish line just before dawn.

Studying his flag book, Cliff flew the appropriate signals upon arrival: "Keep clear", "Having difficulty manuevering", "I've damaged my steering", and "I need a tow". This last request was rapidly granted.

As they approached the dock, other sailors rose from their sleep to cheer them in. TransPac Race Chairman Hugh Rogers was the first person aboard,bringing with him a bottle of champagne and a shot glass to toast their achievement. The tired but happy crew welcomed a drink — and some well-deserved rest.

Troublemaker was hauled in Honolulu where only the stub of the rudder was found. Additional damage to the propellor shaft and the aft end of the keel supports the theory that striking something in the water is what caused them to broach so unexpectedly that eighth day.

Cliff doesn't care to dwell too long on what it is they might have hit, or how big it might have been. Better to let the demons of the deep lie undisturbed. In any case, *Troublemaker* is being fitted for a new rudder and *Latitude 38* has gotten *Troublemaker*'s '81 TransPac story straight.

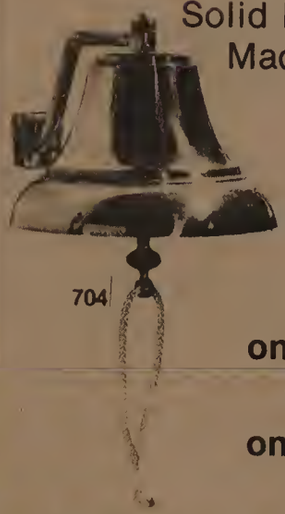
— latitude 38 *svc*

WHALE POINT MARINE SUPPLY Co

Gimballed Brass Lamp
Made in Holland

Reg. $55.00 **Now $45.00**

Ship's Bell
Solid Heavy Brass
Made in Italy



6" Bell only *$19.95*

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Removes Moisture
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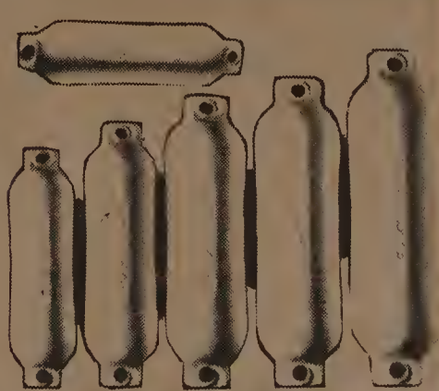

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NEW HOURS: MONDAY-SATURDAY: 9-5 SUNDAY: 10-4 *OPEN 7 DAYS*

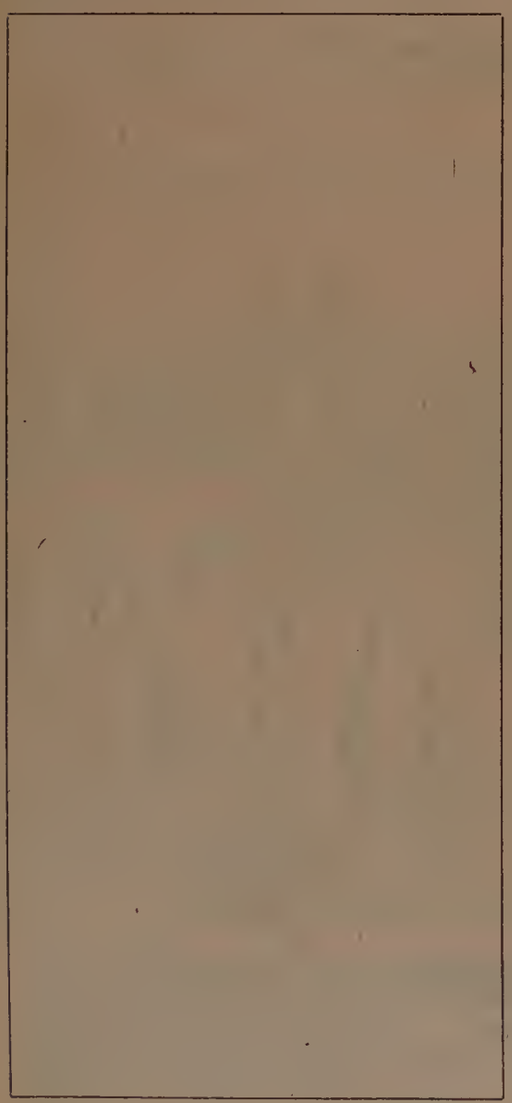
110 W. CUTTING BLVD., POINT RICHMOND, CA. 94804 (415) 233-1988

CREW

An article in which January Riddle discusses the results of her countrywide survey of folks who have attempted to obtain crew positions through ads in sailing magazines.

It was during my campaign for treasurer of James Denman Junior High (a few years back) that I learned the value of advertising. I finger-painted my name on a dozen six-foot lengths of butcher paper and taped the Picasso's-monkey-did-that artworks all over the stairwells. I didn't win. But a lot of kids ended up knowing who I was. And I got a boyfriend.

That, I decided then and have since maintained, is really what advertising is all about. Proclaiming yourself doesn't guarantee success at the original goal, but it sure as hell gets your name out there where more people can see it. And sometimes you end up with something better than what you asked for.



Sometimes you get exactly what you want. Sometimes you don't get nuttin' at all, too. Luck plays a supporting role in this little drama.

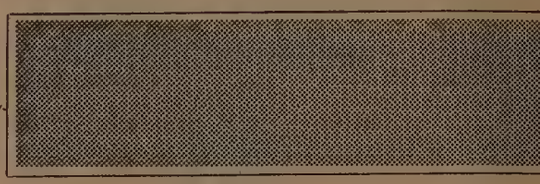
That latter selection of folksy wisdom rings brass bell true in advertising for crew and crew positions, as I have learned from my unscientific random and informal survey of advertisers. I wrote to, rang up, and personally encountered dozens of nautical hopefuls who advertised in several publications, including (of course) *Latitude 38*. The success of my sources ran the gamit from nil to overwhelming. And the tidbits of advice and info they provided has led me to the conclusion that you can steer fortune in your favor, providing you have a decent wind.

Wording, Volume, Accessibility and Tenacity seem to be the most important factors. At least, they turned up most often in my impromptu discussions with both winners and non-winners. (Losers are those who don't try at all and therefore, don't belong in this article).

Madison Avenue professionals make millions and television, radio and print media execs pay those millions of $ for the right expressions; so it is not too astounding that wording was far and away the most influential element in sailors' ads. Basically, what you say and how you say it can make a big difference.

Rule Numero Uno is BE SPECIFIC. Martin Spier, a yacht owner from New York City, put it best. "The most important aspect of advertising is being direct and honest both in intention, evaluation of yourself, and the general philosophy that motivates both the crew and its responsibilities and needs," he wrote. If you've never left the Bay, don't call yourself a cruiser. If you don't want a non-paying guest, you'd better state your requirements. Spier followed his own rules in detail, and he received thirty responses from two ads in two magazines. He found a crewperson who "is not only a capable sailor but had a compatible capability with me."

Lest you be too envious of his volume of respondants, he warns: "Unfortunately, people even reading a detailed ad only see what they want to see. Whereas the ad expressed the requirements for experience, I have letters from twenty-one year olds requesting to be saved from sitting behind a typewriter in the cold."



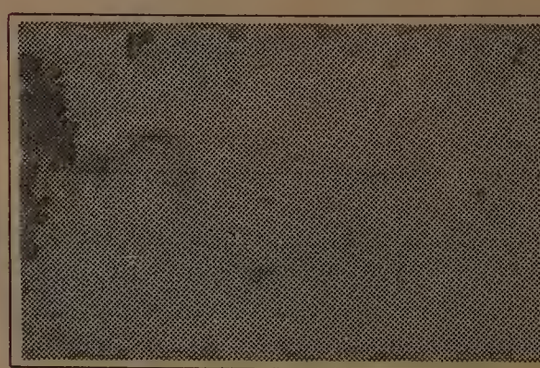
Dexter Bailey would be delighted to share some of Spier's mail. His response from the crew list was zilch. (But the price was right, you gotta admit). "I think it's because I only mentioned one category," he muses. He listed only his first race choice and a single boat category, even though he is actually more flexible than that. Bailey scored the first position on the list, too. That indicates the value of placement.

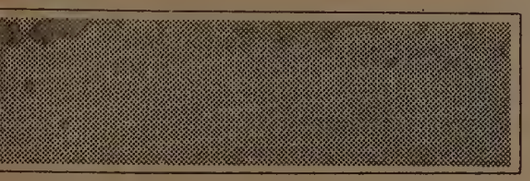
Where Bailey narrowed his specifications too much, Herb Claes found he couldn't narrow his enough. His entry on the crew list could not describe his very special needs. "A Christian lady is my first choice," this bachelor explains. "I want to become a trouble-shooter for missionaries in the West Indies." A list can only do so much, Herb. Miracles require a classified ad.

George Ford found his *Latitude 38* list was on the right tack. "I was recruited because of my age," he confessed. "The captain and the other crew are older and he wasn't calling anyone under 40."

Stu Dixon didn't get any replies. But he thinks he knows why. "Maybe they took the bikini too seriously," he sighs. "I'd skip that next time." Sometimes it's hard to recognize a joke when it's written in numbers.

Dixon had much better luck with a personal letter he composed and circulated among friends and acquaintances. "I had 35 dif-





ferent people to sail with from that!" he exclaims. Not only did he have the space to be specific, the letter approach allowed him to be personal.

The late Joe Karbo, who made millions direct mail selling, included this personal communication bit as one of his tips for ad success. "Use the same words you would use if you were talking to another person," he advised.

He failed to add, "To be successful, an ad must be read by the *right* other person."

This brings us to another of advertising's maxims: VOLUME! The more exposure you can obtain for yourself, the more people will notice and the more people will respond. It's called "broadening your base" in business. Spier's two ads in two publications is one example. Inquiring at yacht brokerages, boat shows and yacht clubs are another. Tacking up little 3 x 5 cards around harbors and hanging around marinas are additional ploys that netted positive results for several respondants.

That may sound obvious, but it's surprising how many people try once and give up. "Keep trying to find that right opportunity," encourages Mary Oliphant, an experienced sailor from New Jersey.

As long as you're spreading your words around, be sure your respondants can connect with you. A full page ad in the *National Enquirer* can get you the publicity, but if you're out quaffing beer at the club forty hours a week it won't get you aboard. "I called one fellow, got a recording and left a message; but I wasn't here when he called back, so I never heard from him again," laments Ford.

"If I had put my home number as well as my work number, maybe I would have had more luck," Dixon says. Often people responding to an ad are acting on impulse and the energy of the moment. If they draw a blank, they will call someone else or belay the idea.

There is another way of looking at it. "Be patient," advises Ann Geyer. "It may take a while." She and her husband received calls weeks after their names graced the *Latitude 38* crew list.

I think patience and tenacity are closely related. But the latter implies a bit of action while you wait. "I ask people," enthuses Santa Cruz' Connie Brock, another *Latitude* listee. "I don't meet sailing people in my work or in my circle of friends, so I go down to the docks on Wednesday race evenings and ask if I can come along. I almost always get a ride."

Al Erickson, a Durham, California boat owner, writes that he gets out and meets people in hopes of finding crew. "My buddy just sits in his boat complaining," he complains. Erickson placed a classy ad in guess where to prove to his negative friend that "there is hope for him to find a woman to cruise with." Al is seriously considering one of the answers to his "Adventurous Woman Wanted" ad. His buddy reaped nana, the rewards of his pessimism. "His prophecy was self-fulfilled," Erickson philosophizes.

Michael Roth, a "dedicated sailor" has a unique method of obtaining race crew positions. "I harass the losers until I find one," he quips. "You have to be dedicated," he advises.

He also tells a tale that illustrates the advantages of being in the right place at the right time (luck, for short). "We had to drop out of the Montara race because we did not have enough crew," he wails. "If there had been three folks at the dock with their food and foul weather gear ready, we'd have taken them and gone!"

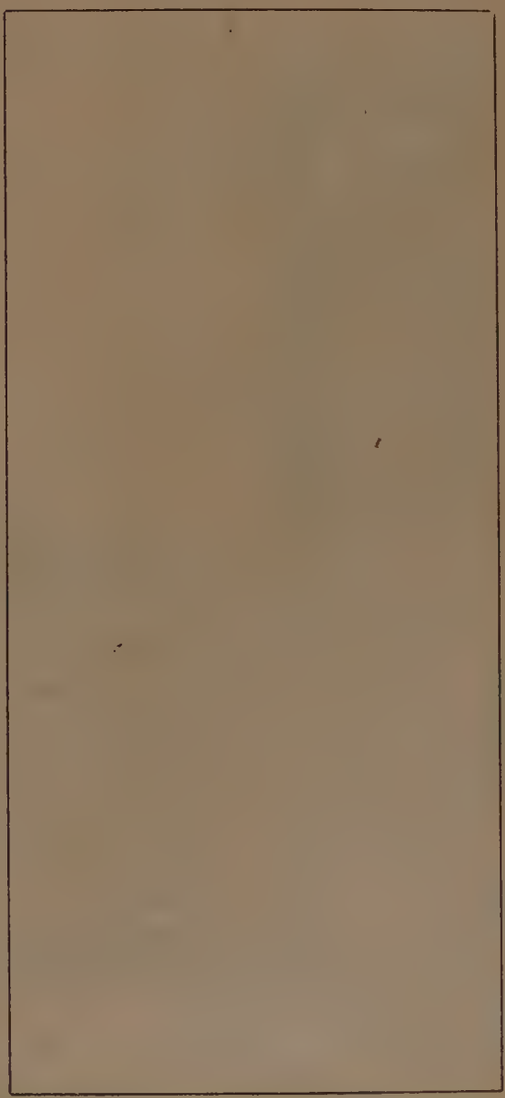
Art Johnson topped that anecdote with a believe-it-or-not of his own. Seems his buddy was lolling on the deck of his Tahiti-moored vessel, wondering how he would replace the female crew who had jumped ship a few days earlier, when a "blonde, tanned, California surfer-type woman" swam up and asked if she could come aboard. "Wanna go cruising for a few months?" Fred asked. "Sure," said the fair maiden. The way Art tells it, she up and quit her job and she and ole' Fred are having a fine time in Polynesia.

Art is still waiting for his ship to come in. "Seems like if you're sitting in some exotic port, your chances are better," he sighs.

now, which boat?

If you're as lucky as Connie Brock, your problem is not getting on a boat, it's choosing which boat you want to get on! Brock had too many offers to accept from her crew list exposure. But "except for a few, most of the men just want to go out and have dinner. I wonder if some of them even have boats. One guy wanted to take me skiing!"

She selected two captains from the respondants, based on their answers to her myriad questions about sailing. "I don't want



CREW CONNECTING

to get out there with someone who doesn't know what they're doing," she says.

Nancy Henkle echoes that advice and adds her own criteria. "I wanted to be sure the captain wanted me to sail, not just loll around on deck," she says. "We set up a trial to see if we were compatible."

Both women advise females to list only their work telephone numbers as an extra precaution, although none of the people I talked with actually had any crank calls from certified kooks.

"Keep your replies on a professional basis," advises John Malvenan of Redondo Beach. He writes that he was "overwhelmed by all the responses from determined, serious women" and selected his crewperson based on "willingness, positive attitude and persistance." By now they should be on their way to French Polynesia. Sigh.

Dixon claims, "I can survive with anyone for eight hours, but I would take her out [on the boat] two or three times, including a weekend sail, before I went on a longer cruise."

The Geyers chose their cruising partners for their "fun and not so uptight attitudes". "It's how you click with people," Ann ads.

L. R. Cannon from South Carolina has more concrete advice. "Only get on a boat that *you* decide is seaworthy and with a captain that is experienced, preferaby with commercial fishing experience," he writes. "No 50-year-old retired dreamers that could kill you."

"You can tell by the condition of the boat," says Ford. "And by what kind of food they bring. Ha ha."

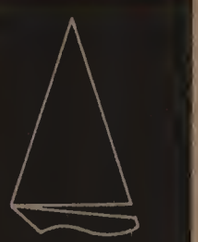
"Be sure to be discerning," was the abstract advice from Emmett J. Harty of Westport, Connecticut.

"I believe that cruising is not only a way of life, it's a form of partial insanity and as such it is important to recognize that you establish very detailed requirements of what you expect, what you can offer, and what you really want out of a crew," Spier wrote, attempting a summation.

As an impulsive person who has regretted making a wish or two and who would most assuredly have regretted getting elected treasurer in pre-pocket calculator days, I need to add some final words of caution.

Be sure you want what you ask for; you might just get it.

– january riddle



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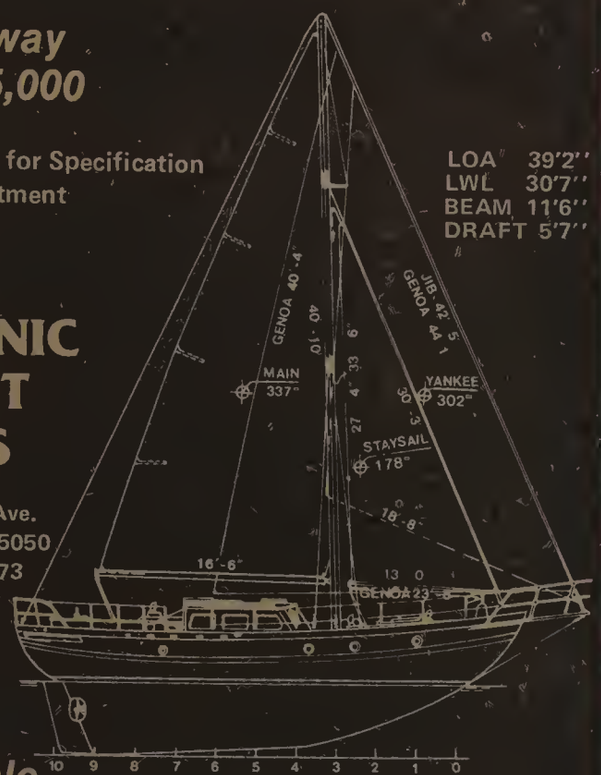

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AROUND

Ray and Shirley Triplett.

Sailing around the world is a dream many contemplate, some attempt and few complete. Ray and Shirley Triplett of Lafayette realized the odds were against them on their recently completed eight year circumnavigation, and almost daily had to reconfirm their commitment to continue.

"It's not all beer and skittles," says Ray Triplett, 59, a gravel-voiced insurance executive with matinee idol good looks. Whether at sea or on land, Ray Triplett is a skipper, a man who is used to leading and having others follow. His "crew" was his wife Shirley, also 59, a comely brunette with clear blue eyes and a glowing smile.

Theirs is a marriage which seems to have grown stronger with time. After 31 years of raising five children, they set off on a trip that would keep them together 24 hours a day for months and years at a time. Their voyage included all the pain, agony, joy, and love

Route of the Morning Star.

two humans can endure. They were perhaps more firmly wedded after completing the trip than at any other time in their lives. By their own admission, they realize they were fortunate.

"The wake of some husband-and-wife sailing teams is cluttered with divorce papers," Ray said upon his return to San Francisco. "This kind of trip brings out the worst and the best in a relationship."

Much of their trip revolved around their own relationship and the people they met on their odyssey. They rescued the crew of a dismasted racing yacht off New Zealand. They made friendships with other cruisers, some of whom they crossed paths with later and some who were lost at sea. They escaped death themselves on several occasions, the most dramatic being in the Mediterranean when Ray fell overboard and was afloat for 45 minutes before Shirley could get the boat back to pick him up. They spent time learning about the different people and cultures they encountered, including a trip up the Gambia River to visit Juffure, the village of *Roots*'s Kunta Kinte.

The Triplett's craft was *Morning Star*, a 46-foot Garden ketch built in 1968 by Hong Kong's Robin Fung. The wooden boat was custom built for someone else who bailed out after it was finished. Ray took one look at it and saw a reincarnation of the *Snark*, the 54-footer that Jack London sailed in the South Pacific. Ray had read London's books as a kid and the dream of sailing the high seas burned in his imagination for many years.

The Tripletts were not novice sailors, nor without experience at sea. Ray was a merchant marine radio operator during World War II and was torpedoed in the North Atlantic. He raced and sailed on San Francisco Bay for years. In 1968, Ray and Shirley and four of their children sailed to Hawaii on the 35-footer.

It wasn't until 1973, though, that the couple decided if they were ever going to circle the globe, then was the time. The kids were grown and Ray's insurance business could function well enough without his daily presence. In June they headed west out the Golden Gate.

In addition to following Jack London's sailing footsteps, Ray also became a creditable writer on the trip. In 1976, he compiled a narrative of the previous year's journey to send to relatives and friends back home. For the rest of the voyage, these lengthy excerpts from the ship's log continued to be produced annually, each longer and more detailed than the last. The journals found their way into a major publishing house in New York, which approached Ray and begged him for a book. He resisted for a while, but now that he's back home he's ready to undertake that challenge. Aside from the log of the *Morning Star*, Ray and Shirley took hundreds of photographs from which they'll choose illustrations. The book is due for publication in the spring of 1983.

One of the Triplett's adventures sure to be included is their rescue of the racing yacht *Haumoana*, a 39-footer entered in the annual race from New Zealand to the Fiji Islands. Dismasted in a gale the second night out, the *Haumoana* suffered extensive damage on deck. The six man crew managed to get one distress call off before their batteries went dead from salt water immersion.

Eight days later, Ray spotted the boat on the horizon and went to their aid after seeing their flare. *Haumoana* had ten minutes worth of fuel left and would have swamped in the next bout with the stormy Tasman Sea. The crew was overjoyed at being saved. They told of an encounter with a freighter which came alongside, but then, inexplicably, continued on without rendering assistance. Ray and Shirley hovered near the stricken vessel like a mother cat until help arrived. Ray considers this incident one of the high points of the trip for him.

For Shirley, it was a more traumatic rescue that sticks out in her mind. Approaching the

east coast of Spain in the Mediterranean, Ray tried to engage the self-steering rudder by hanging over the stern. The boat lurched and Ray slipped, falling into the 60°F. water. Panic crept into both their minds as Shirley slowly turned the boat around and headed back to where she had seen her husband's head bobbing in the water.

The incident was a classic case of doing everything wrong. Ray had not been wearing his safety harness and Shirley had not thrown him the life ring. When she made the return pass to pick Ray up, she was broad-reaching with full sails up. Luckily, Ray managed to catch hold of the mainsheet Shirley trailed over the stern. When she got the boat head to wind, he pulled himself slowly into the cockpit, nauseous from swallowing sea water and shivering from the cold and fear. The entire incident took 45 minutes, and they both realized how narrowly they avoided disaster. Before continuing on, they took a few moments to thank God for their deliverance.

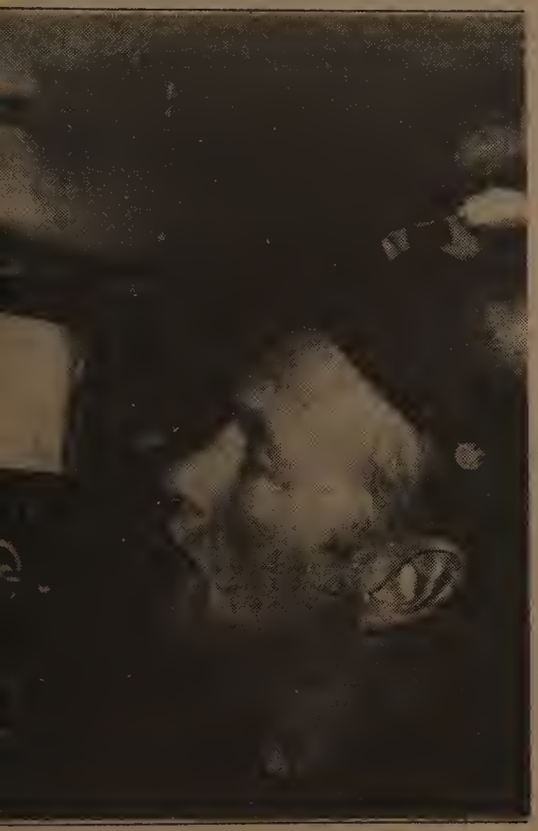
Small world: Ray was Peter Sutter's commanding officer during WWII.

Ray and Shirley had mixed feelings about coming home.

One piece of advice that Ray gleaned from the experience was the importance of not panicking. "We found that by consciously repeating to ourselves 'keep calm,' 'don't panic,' and 'think it through,' we managed to keep our wits about us. This technique worked for us and could save lives for others."

External hazards, both natural and human, were an integral part of the voyage. They ran aground twice in the South Pacific, survived an earthquake south of Bali, outran pirates near Singapore, and were hit by a whale 200 miles west of Africa. They were luckier than some of their friends, one of whom was killed by pirates, and the crew of the American yacht *Crusader*, which went down with all hands during a typhoon in the Bay of Bengal. They had several close encounters with tankers, some of which Ray felt would have suffered little remorse had they hit the small sailing boat flying the stars and stripes.

Before leaving Sri Lanka off the coast of



LATITUDE 38 SHIMON

India, the Tripletts had to decide whether to head south around the Cape of Good Hope or east towards the Mediterranean. Despite the political unrest on Saudi Arabian peninsula, which at the time (1978) included war between Somalia and Ethiopia, they decided to take the "short cut" up through the Red Sea. They had heard about the tough sail leading up to the Suez Canal, but figured they would muddle through somehow.

Muddle is exactly what they did. After tip-toeing through Russian-held South Yemen, they headed north. On either side lay treacherous reefs with a busy shipping channel running down the middle. Strong headwinds, laced with sand from the surrounding desert, pelted them most of the way. Between Port Sudan and Jiddah, Saudi Arabia, they tacked back and forth through 300 miles of water to move 60 miles north. In one 24-hour period they made 11 miles north. Along with the intense heat, they suffered from bronchial infections they picked up in the dusty desert ports.

The pleasures of the Mediterranean made up for the hardships endured. They were fully accommodated in Israel, touring the country and visiting religious holy grounds. In Turkey, they explored breathtakingly beautiful fjords ("It's like sailing in the high Sierras!"), the bottoms of which contained tons of calcified vases and pottery remnants. The Tripletts hope to return to these waters eventually and spend more time diving and exploring the history-rich region. They spent a total of 18 months in the Mediterranean, but looking back on it realize that was much too short a time.

The *Morning Star* went on another living history trip on the west coast of Africa. Accompanied by a Mandinka Muslim and a young Gambian named Francis, they traveled up the Gambia River to Juffure, the ancestral home of Alex Haley's Kunta Kinte. They found the Gambians to be "gentle, beautiful people, but the poverty is appalling. The average life expectancy is 32 years of age."

The Triplett's interaction with the Gambians was one of many memorable experiences they had with the world's different customs. Their Polaroid camera proved to be the greatest ice-breaker. Adults and children alike would squeal with delight as their image appeared instantly in print. While either Ray or Shirley played Pied Piper with the Polaroid, the other snapped away with their Leica, putting the experiences on a more permanent record.

They also learned a lot about why people go cruising in the first place. The quiet moments at a picturesque anchorage, exhilarating sails across the open ocean, the joy of making a landfall: these were the times they considered themselves living in the "real" world. On their infrequent return trips to the U.S. to attend to family matters, they were mystified by the hustle and bustle around them and the tyranny of the clock.

"Time," Ray says philosophically, "not money, is the currency of life. It's how you use time that really counts, and we decided to use ours to fulfill our dream of sailing around the world."

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LATITUDE 38 SHIMON

SARDINIA

Bang! From left, Kialoa, Anatares, Helisara, and the fleet.

In these times of national and international economic blahs, which type of ocean racer would you imagine is enjoying an almost unheard of popularity? Why the 80-ft. maxi racers, what else?

Despite the fact that a state-of-the-art maxi goes for $2 million and change these days, probably 10 or 15 of them were built last year or so. And *Seahorse*, the authoritative magazine of the Royal Ocean Racing Club, reports that another 20 are planned or under construction. Admittedly, a good number of these were built specifically for the Around-The-World Race, but still a significant number were simply built as general purpose ocean racers for individual owners. As staggering as the cost of these boats is, there are three gentlemen who currently own 2 maxis apiece — Bob Bell, Jim Kilroy, and Huey Long — although only Bell does so by choice.

Much of the maxi's current attraction is a result of the formation of the Maxi Association, which in turn evolved from England's 1979 Cowes Week and Fastnet Races. A relatively large number of maxis were entered in these events, where it became painfully clear they were at a tremendous disadvantage compared with the smaller boats and that organizing their own racing was clearly in order.

The Baron Edmund Rothschild (*Gitana VI*) heads the Association, which has already organized annual maxi world championships, consisting of two separate series. In 1982, for example, the Maxi World Championship will consist of August's Pan Am Clipper Series in Hawaii and September's St. Francis Big Boat Series right here on San Francisco bay.

However, the first such championship was held this year, and was won by Jim Kilroy's *Kialoa*, continuing the dominance of maxi racing he established with the previous *Kialoa*. The first half of the championship was held this spring in Nassau after the SORC. The competition there was good, but not great. Most of the entries were dated, and what new boats participated were primarily slower 'indestructo' maxis designed and built specifically for the Around-The-World Race. The second half of the championship was contested this September in the western Mediterranean's Sardinia, and featured what possibly was the finest collection of maxis to date.

Although globe-girdling grand prix racers will invariably name Hawaii and Sardinia as the two most fabulously delightful places to ocean race in the world, the latter is really a rather new location for it. The site is famous primarily for the even-yeared Sardinia Cup, of which there have been only two. The event was organized by the Aga Khan IV to help promote his Porto Cuervo facility on the Coasta Smerlda of Sardinia.

German Frers, probably the most popular maxi designer.

Aga Khan is the name given to the leader of the Ismailis, an Islamic sect in the East and Middle East, and is the descendent of Ali and Fatima, the latter of who was the daughter of Mohammed. The current Aga Khan, who became the 49th Ismaili leader in 1957, was educated at Harvard and helped 'prime the pump' of the first Sardinia Cup by offering to ship some of the world's finest ocean racers to the site for free. The offer was extended to Dave Allen's *Imp*, although not accepted — much to the dismay of the crew.

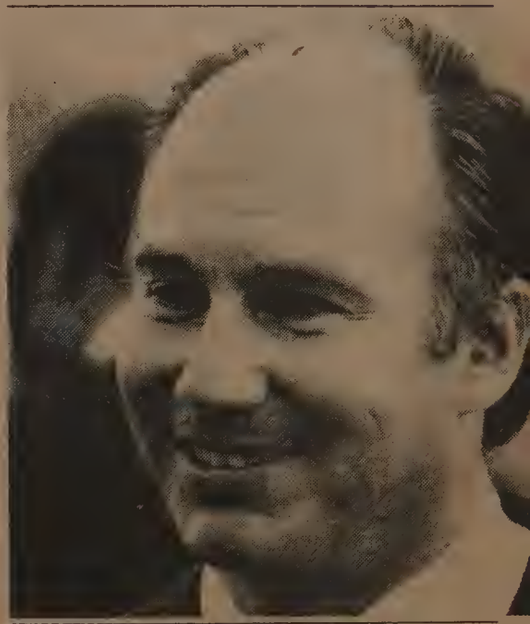
The attractions Sardinia held for the maxi series were many. The Aga Khan's yard and maintenance facilities are said to be the best in the Mediterranean; his Puerto Cuervo yacht club is modern and palatial; and, the weather and sea conditions are superb. But what really drew the maxis to the middle of the Meditterranean was the competition.

Thirteen boats in all showed up to compete, including several 'mini-maxis' like the C&C 61 *Triumph* from Scottsdale, Arizona, whose owners are temporarily being allowed to race until they've had sufficient time to get a 'maxi-maxi' built. Of this thirteen boat fleet, there were six of particular notice:

Helisara VI, a Frers-designed, Huisman-built boat, owned by Herbert von Karajan, the 73-year old conductor of the Berlin Philharmonic Symphony. She was driven by Gary Jobson, Ted Turner's former right-hand man, who was assisted by Dave Pedrick.

Ondine, Huey Long's new Jerry Milgram-designed, Palmer Johnson problem plagued maxi. The new thin-skinned aluminum construction process was not a big success, as winches reportedly pulled from the deck and the aluminium skin of the hull would stretch and 'ripple' like the too-tight leech of a sail. On the plane flight home Long was asked where the boat was going next, and he replied, to the boatyard. It was remarked that that was common and he responded, "Yes, but there's a whole lot more to be done than

ALL PHOTOS BY LOUIS KRUK



The Aga Khan.

we expected." *Ondine* was driven by Russell Long, Huey's young son who had lead the Clipper 12 Meter campaign two summers ago.

Xargo IV, a thick-skinner Palmer-Johnson built, Frers-designed maxi, owned by Francisco Stiges of Spain. *Xargo* was sailed with the assistance of Dennis Durgan and Robbie Doyle. However, its most illustrious crewmember had to be King Juan Carlos of Spain who joined the boat for most of one race. The racing rules state you that you must finish with as many crewmembers as you start with, but apparently exceptions are made for royalty and heads of state. When the wind went light a heavily armed boat picked the King up and whisked him to shore without a single protest flag hoisted in anger.

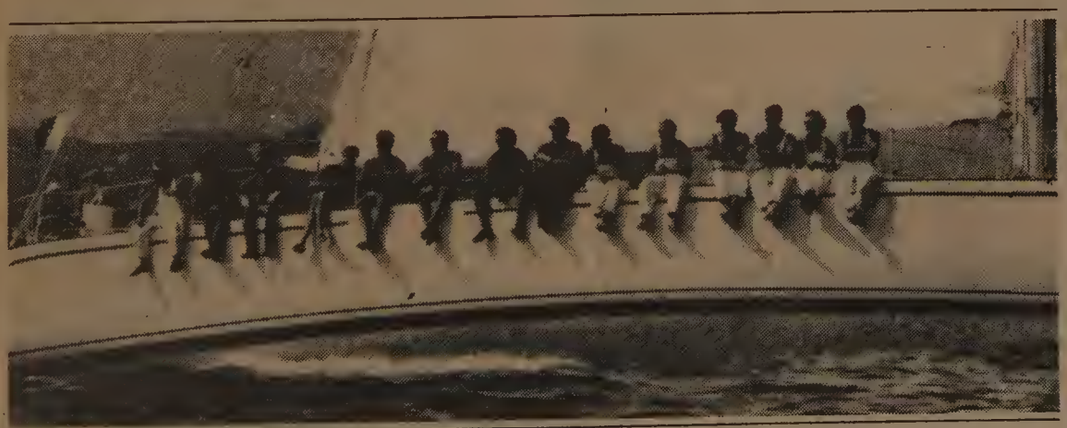
Bumblebee IV, Johan Kahlbetzer's big Frers maxi from Australia. Although he didn't drive the boat, perennial Aussie 18 World Champ Ian Murray was aboard.

Condor, Bob Bell's new maxi built by Mid-Ocean Marine in England and designed by Ron Holland along the lines of Jim Kilroy's *Kialoa*. In a huge disappointment, not only to owner Bob Bell but everyone else as well, *Condor*'s mast came tumbling down the day before the first race. This despite an all-star cast including California's Lowell North, Dennis Connor, Ben Mitchell, and the like. *Condor*, the pre-race favorite along with *Kialoa*, re-rigged the remaining 55 feet of mast for the trip back to England, and came out to watch several of the races, and even hoisted a spinnaker.

Kialoa, Jim Kilroy's Ron Holland maxi built by Kiwi Boats of Florida. Like *Ondine* and *Condor*, *Kialoa* was completed this year. Bruce Kendall and England's Harold Cudmore were aboard, but owner Kilroy does most of his own driving.

Other big boats included Bill Whitehouse's *Mistress Quickly*, a veteran of two St. Francis Big Boat Series; *Anatares*, at 64-ft. a new mini-maxi from the young French designers of Dumas and Briand — corrected time winner of the Seahorse maxi series during the summer in England. *Gitana*, Baron Rothschild's aging Sparkman & Stephens minimum rating maxi; and *Triumph*, Dr. Dietrich's C&C 61 from Scottsdale, Arizona.

For all the traveling required to get the boats to Sardinia, it was a very compact series. There would be four races: 30 to 40-mile Olympic courses on Sunday, Monday, and Tuesday, and a 140-mile middle distance starting on Wednesday. The boats finished the long race and Sardinia Cup on Thursday, and just had enough time to get ready for Friday's beach party, award's presentation and special match racing competition held at the suggestion of Bob Bell.



In spite of having the best talent and equipment in the world, the first race, a 30-miler held in mild seas and good winds, was plagued with mistakes. Gary Jobson brought *Helisara* over the line early and then David 'Fang' Kilponen guided *Kialoa* around the wrong first leeward mark. *Kialoa* was followed by the entire fleet save *Anatares*, which protested. *Anatares* thus corrected out first, and the rest of the fleet was penalized 10%, with first-to-finish *Kialoa* correcting out 2nd, followed by *Xargo*, *Bumblebee*, *Helisara*, *Ondine* and the rest. *Ondine*'s race was a debacle, sailing half a spinnaker leg bald-headed and rounding a leeward mark with no headsail.

The second race, a 29-miler, was a study in frustration despite the kingly presence of Juan Carlos. *Xargo* and *Helisara* got the jump with heavy No. 1's, but when it dropped to drifters and half-ounce chutes, *Kialoa* showed her stuff to capture the lead. *Kialoa*, which will easily do 9.2 knots to weather, completed the 29-mile course in 7 hours by drifting into the finish buoy and was forced to reround. In the meantime, *Xargo* and *Helisara* snuck in across. On corrected time it was *Xargo*, *Helisara*, *Kialoa*, *Bumblebee*, and *Anatares*. *Ondine* was 8th.

Race 3 was held in light breezes again, and the last leeward mark was shortened to allow the boatowners and V.I.P.'s time to prepare themselves for the Aga Kahn's party that evening. *Kialoa* finished first taking the gun — which sounded like a child's toy — for the third straight time, and finally took corrected honors, too. *Xargo* was second, followed by

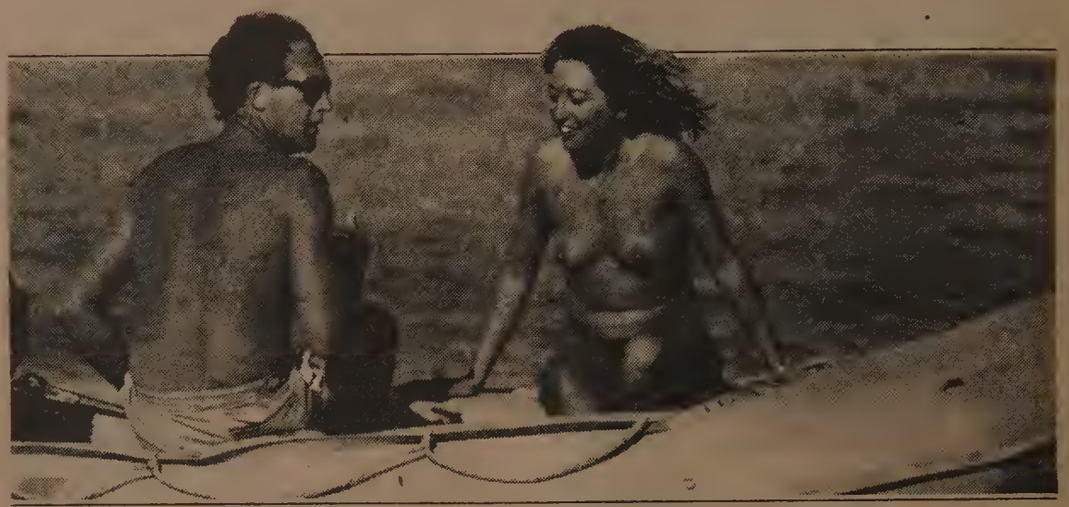
SARDINIA

Helisara, a much-improved showing by *Ondine*, and *Triumph*.

The fourth and final race, the 140-miler, was mostly light, but still had the strongest winds of the series. Between the Corsica and Sardinia at the Straits of Bonifacio, *Kialoa* was registering an apparent wind speed of 35 knots. She blew out her medium No. 1, and even her Kevlar/Mylar No. 3, which "is like steel". At the halfway mark at Assinara, *Kialoa* lead *Helisara* by 30 minutes in drifting conditions. But the Berlin Philharmonica conductor's maxi managed to catch up and work her way ahead to finish first by 60 seconds. *Helisara* corrected out first, followed by *Kialoa*, *Ondine*, *Xargo*, *Anatares*, *Mistress Quickly*, and *Bumblebee*.

Kilroy maintained his dominance with maxis, comfortably winning the Series with 11.7 points. *Xargo* had 16.7 to edge *Helisara* with 18.7. No other boat was close; *Anatares* 31.7, *Ondine* 39.4, and *Bumblebee* 42.0 were the best of the rest.

Only four boats participated in the post series match races. *Kialoa* beat *Ondine* and *Xargo* beat *Bumblebee*, setting up the final in which *Kialoa* bested *Xargo* to win again. There was plenty of wind, as the maxis carried No. 3 genoas while circling each other tightly to gain the advantage. It was observed that the potential for damage to boats and injury to crew was "great".



The warm weather and European influence mean shorts all the way around.

Complaints? There was a conspicuous number of seabags that were misplaced for a few days on the Alisardo flight from Rome to Olbia, Sardinia. When they did arrive they came minus cameras. Where is everybody? For such a spectacle some wondered if a P.R. firm shouldn't be hired so the 'beautiful people' might realize what they're missing and lend their presence. Beautiful women especially. Water? You can't drink it in Sardina either. They serve "okay" water in little cardboard boxes. But all in all "it was an in-

Bob Bell, and Heather.

LATITUDE 38 INTERVIEW

BOB BELL

Bob: Oh dear, what a disaster.

38: What happened?

Bob: Oh, everybody is blaming everybody else as usually happens. The one thing for sure that happened is that the Navtec turnbuckle on the intermediate stripped; whether it was the first thing to go or the second thing to go or the third thing to go, I don't know. But it shouldn't have, it's rated at 120,000 pounds breaking strength.

38: Is it a problem with maxis getting hardware and gear?

Bob: Yeah, yeah. A lot of our equipment is purpose made — for the big boats anyway. But it shouldn't have gone, the top spreader appeared to buckle down, twist down, well . . . the top panel of the mast buckled too . . . in what order these things happened we're not completely sure. [Saying all this with heartfelt feeling.]

38: How long have you been sailing, Bob?

Bob: I'm an Englishman, I've been sailing since I was a kid — in dinghies and all sorts of boats. I gave up sailing until about four or five years ago to concentrate on work, just doing ordinary cruising when I had the time.

38: Can we ask you how old you are?

Bob: Thirty-six, I think. Yeah, thirty-six.

38: Ben Mitchell told us you were driving a cab ten years ago, something like that. Is that true?

Bob: No, I don't know where he got that

MAXI SERIES

The new Ondine.

credibly gorgeous place and a great area to sail."

What now? The maxi plans to go to Australia's Southern Cross Series have been cancelled in favor of early 1982's S.O.R.C., where they will be joined by a revitalized *Windward Passage* under new ownership. Meanwhile, it's back to the drawing boards and boatyards. *Condor* goes back to England for a new stick and modifications as per the findings of her 82nd computer study. *Ondine* goes back to the yard for a long, long list of improvements. *Kialoa*, which sported a new primer red boom at Sardinia for her 3.3 foot longer mainsail (made of Kevlar/Mylar at the upper 3rd) will also be worked on. A big hole will be cut in her deck so that a Lewmar-fabricated mainsheet trimmer's well — complete with mainsheet coffee grinder — can be welded into place.

After the boatyards and the Circuit, it's on to Hawaii's Pan Am Clipper Series next summer, the St. Francis Big Boat Series next fall, and the Mazatlan Race next winter. Since England's Bob Bell will be bringing two Condors to Hawaii and San Francisco, we thought you might be interested in learning more about him and his boats. Consequently we interviewed the burly but surprisingly soft-spoken Englishman in a 15th floor office with a panoramic view of the bay borrowed from a business associate. We began by showing him some photographs Louis Kruk had taken of *Condor* just after she'd been dismasted in Sardinia; the interview starts on the lower left hand of the previous page.

A tight spinnaker reach with Kialoa in the foreground, and Xargo.

from. I went into the insurance business, and I've been in that my entire business career.

38: How many boats have you had?

Bob: Race boats or cruising boats?

38: Both.

Bob: Oh, I've always owned a boat, since I was, oh, a teenager. A boat of one sort of another.

38: But was the original *Condor* your first maxi?

Bob: Yes.

38: Who designed it?

Bob: It was designed as an Around-The-World yacht by an Englishman named John Sharp. He had designed a boat called a Burton Cutter that was in the '73 Around-The-World race, and so I had him design the old *Condor* for me for the 1977 Around-The-World race.

We called it *Heath's Condor* because my English company's called Heath. Since you're allowed sponsorship, we used the name to give my U.K. company a bit of publicity.

38: How did you do in that race?

Bob: We were first to finish on two of the four legs — all I've ever been interested in is first to finish. I don't really regard the handicap system as being relevant to big boats at all. I like to be first to finish, to me that's the real winner of the race.

On the first leg we broke our experimental carbon fiber mast. We had to fly a new mast down to Liberia to enable the boat to get down to Cape Town to be ready for the second leg; we won the second leg to New Zealand. Then they went the wrong way around Cape Horn in the third leg and were beaten and *Great Britian III* beat them by 20 minutes. And finally, we won the last leg back to England.

Bob: Oh, yes. After that I decided to modify the boat with a view to doing short course racing for big boats. This was in England during 1978. We came over to do the SORC in January of 1979, and found the modifications by John Sharp were not what we wanted, the boat wasn't that competitive. So I went to Dave Pedrick who did another set of modifications after the Circuit.

38: What do these kinds of 'modifications' cost?

Bob: I don't really know what they cost, probably between $100,000 and $150,000 a time. It depends on how extensive they are, but you can reckon a new mast is $75,000 to $80,000.

38: Is your investment in the new *Condor* something you'd be willing to disclose?

Bob: So far the new boat — I don't know exactly — has cost me just under 2½ million dollars.

38: Does this include flying crew members here and there and those kinds of expenses?

Bob: No, that's just the capital cost of the boat. It's a lot more than we expected.

38: That's how it seems to turn out with all boats over 20-ft.

Were you aboard *Condor* during the Fastnet storm when she finished first?

Bob: Yeah.

38: There were several reports that *Condor* went down a wave, caught the boom and pivoted the boat around so that you began sailing backwards at 6 knots. Is that true?

Bob: Yes. We broached. After we passed Bishop Rock in the Scillies we set a spinnaker — when the waves had become a little more regular — for about three hours on the run into Plymouth.

38: It was blowing how much then?

Bob: Oh I don't know, the gusts were still off the top of the gauge even though we were going downwind. Fifty to 60 knots true, I would say. Gusting higher, of course. We had a lot of Around-The-World crew, not just from my boat but also from *Great Britian II*, so we were ideally situated as far as experienced crew went. We set our old bullet-proof storm spinnaker.

38: It must have been a thrill and a half.

Bob: Oh yes, superb! It took us a long time to set the spinnaker because we were very careful to be sure nobody got hurt setting it. With it up we immediately lept from — well, we'd been doing about 18 tops and as low as 9 when we plowed into the back of a wave. But we jumped to heights of 22 to 25 knots with lows of 12 to 13 knots. Top speed we hit was 29.9 knots. We didn't quite break 30 knots. Fantastic ride! It really was.

38: Was there any intrepidation on the boat in regard to setting the chute?

Bob: Yes.

38: A 60-40 vote or something, ho, ho, ho.

Bob: Yes, I had to send the sailing master, Peter Blake, who had been on deck all night, below. He was tired. When I told everybody to set the spinnaker gear he heard us, and of course came right back on deck. We decided to try it. In retrospect it was a silly thing to do, really.

38: Was the boat in control during these conditions?

Bob: Yes, the old boat was extremely stable in those conditions, much more so than the new boat.

It was after the Fastnet we went to the Sydney-to-Hobart Race and found the old boat seemed very heavy — certainly in comparison with the new *Bumblebee* which was faster than us in the light conditions, particularly in the slop you get off Sydney. We did well when it was blowing 30 knots or more, but in anything under 25 *Bumblebee* was faster — except really hard on the wind in smooth water. So it was there we definitely decided for light construction in the new *Condor*, to go with carbon fiber.

38: Even before the old *Condor* went on the reef near Tahiti you'd decided to build a second one.

Bob: Yes. The program was to use the old boat as a test boat for the new *Condor*.

38: What influenced your decision to go with Ron Holland as the new designer? Was it that he'd done the new *Kialoa*?

Bob: That certainly had something to do with it. He certainly had much better design parameters than either Dave Pedrick or Sparkman & Stephens.

38: You'd gone to the major designers with the project?

Bob: Yes, and they all had their own ideas. Ron . . . my idea was to have a big, powerful yacht, lots of sail, good in light air, maximizing the long waterline for ultimate speed — which of course isn't the deciding factor — but a big, powerful yacht. That was opposed to Frers who tended to go for lighter, smaller boats. I felt that Ron's idea of packing a lot into the boat, maximizing the DSBL relationship to actual weight was the right way to go. *Kialoa* had been built with that thinking and we pushed it even more.

38: Was Kilroy at all miffed that you went to Holland, benefiting as it were, from his boat?

Bob: Yes. Yes. Well, Ron was extremely careful about that, because I understand there was an agreement between Jim Kilroy and Ron that Ron wouldn't design another maxi yacht for 12 months.

38: When was yours designed? Just after 12 months? Ho, ho, ho.

Bob: Yes. Part of it was because I was anxious to wait until the November IOR committee meeting in London so that we could maximize the boat from any rule changes that might have come about from the meeting. Our building program always assumed it would be a rush job, starting after the meeting and still be ready for the summer maxi series and the Fastnet Race.

38: How do you get along personally with Kilroy?

Bob: To begin with I think we had a little friction, but I think we get along fine now. I've got a lot of respect for that man, he's dominated maxi racing for the last five or six years — probably longer than that.

38: Maxi racing seems to be growing rapidly now, doesn't it?

Bob: Yes. I think that perhaps rivalry between Jim and myself has helped that in that it's created some interest in the maxi yachts. I'm delighted that lots of other owners are coming in and building new boats.

38: There's a maxi association now?

Bob: It arose out of the '79 Fastnet and Cowes Week. The racing really wasn't suitable for us, particularly in the Solent. You've got to tide-cheat a lot, and the smaller boats have an enormous advantage because they can stay out of the tide — they don't draw so

It takes a tremendous amount of line and hardware to make a maxi go, and all of it's huge.

Bob Bell in a borrowed office overlooking San Francisco.

much. And the racing is Time-on-Time as opposed to Time-on-Distance as it is here, which also favors the smaller boats. So we decided at that time it would really be a good idea to encourage racing purely for big boats, with a view of it being that the first guy over the line is the winner. Forget all the handicap nonsense and go for match racing.

38: Who is the nucleus of the maxi group? Obviously you and Kilroy for starters.

Bob: Well, Francisco Sitges from Spain, the owner of *Xargo*; John Kahlbetzer, the owner of *Bumblebee*; Bill Whitehouse, the owner of *Mistress Quickly*, who says he's going to build a new boat; Huey Long, owner of the new *Ondine*. Von Karajan has built a new one, *Helisara*, and she was racing with us — well, I didn't get to race in Sardinia, ho, ho, ho.

38: As we understand it, you're all going down to the Southern Cross Series?

Bob: No, not now. We couldn't go down with a broken mast, and *Kialoa*'s Jim and I had a talk and decided it would be more fun to come back to the SORC and race.

38: Will most of the other maxis come to the Circuit also?

Bob: I'm not completely sure, to be honest with you. I'm sure *Windward Passage* will be in the Circuit — she has a new owner — which should be good fun. Then after the Circuit we'll go to the Pan Am Clipper Series and then come to San Francisco in September.

38: Are you looking forward to that?

Bob: Oh yes. Well, I think the three best places to sail in the world are — and not necessarily in this order — Hawaii, Sardinia, and San Francisco. I've sailed here on the bay but I haven't raced here. I think it should be great.

38: Do you like to drive the boat, navigate or what?

Bob: I like to drive, but in close competition I usually let one of the specialists drive. In the U.K. and in Sardinia, Dennis Connor was the starting helmsman; I helmed some of the time, but really the competition is so intense now that these guys have to race almost every weekend and go from big series to big series to be on top.

38: How often do you get the opportunity to sail, afterall, your business must take up your time. A couple of days a month?

Bob: It depends on the series. I haven't done much racing because the old boat was wrecked and being repaired, and the new boat was under construction. So the first time I'd raced in a while was in the U.K. in June and July.

38: Where is the old boat now?

Bob: In New Zealand. She's to be relaunched on the 14th of November. We'll do the Sydney-to-Hobart Race with her and then she'll probably come up to Hawaii to meet the new boat.

38: Any chance she'll come to San Francisco?

Bob: Yes, we'll try to bring her here.

38: Is Kilroy bringing the old *Kialoa* . . . that would be a kick.

Bob: I don't know, I believe he's trying to sell the old boat. He told me he had an offer, but it wasn't what he wanted. But I think he's prepared to sell it. I believe the old *Ondine* is sold, and I suppose she will be racing with us at some stage as well.

38: Have you seen the new *Ondine*?

Bob: Yes, I've sailed on her.

38: We've heard she's got quite a few problems, is that accurate? Off the record, if you wish.

Bob: Well, I don't really believe in talking off the record. I think, I suspect, that Palmer Johnson isn't as proud of that yacht as they are of many others they've built. I considered and rejected that form of construction, the light, thin-skinned aluminum construction.

38: Someone said during strong winds you could actually see the aluminum stretch like a tight spot on a sail?

Bob: Yes, yes, there's a lot of distortion in the hull. You look at almost all aluminum boats and you think that most of the weight is in the frames, but it's actually in the skin — and the thinner you make the skin, the more dramatic you can have the weight savings. I looking into it, but due mainly to the distortions you get when you weld, I rejected it and went to the carbon fiber with glass construction, like *Kialoa*.

38: Are you happy with it?

Bob: Yes, it's very good. You just have to look at the hulls of *Kialoa* and *Condor* and compare them with *Ondine*, which is not very good; even comparing them with *Xargo* or *Helisara*, thick-skinned aluminum boats

Condor limps back in with only 55-ft. of mast left.

by Palmer Johnson and Huisman respectively. With thin-skinned boats it becomes a never-ending process, because as the boats get older they get more dimpled, more dishing, and you have to add more and more fairing putty to it, and it's never-ending.

38: Your new boat was such a rush job you'd never really got it to its sailing potential, did you?

Bob: No, the main reason was because we were going for a new exotic mast from Stearns, and that didn't work out. It was a glued-structure, 60% the size of a standard mast made with an aircraft grade aluminum instead of a marine grade, but it didn't work out. There were problems extruding the mast, so in the end we switched to a standard Hood section, and that was held up due to a customs strike in England.

38: Obviously maxis and modern boat construction are extremely technical and complicated. How much detail do you personally go into? Do you talk to Stearns about the details of the mast construction and evaluate whether it will work or not?

Bob: I'm not an engineer, but I try to talk to as many engineers and designers as I can.

38: You enjoy that part of it.

Bob: Yes, well, it's my final decision, my final responsibility. If the mast falls down it's out of my pocket of course, but more important if anyone gets hurt or killed it's on my shoulders, really. I say that with the new *Condor*'s mast having fallen down.

38: It must take a tremendous amount of time? The organization must be incredible for such a project.

Bob: I have a separate team of people who work on looking after the boats. There are two project supervisors who don't really sail on the boat, and then there's a skipper for each boat, and then I have another assistant. We probably have a low number of 8 people working on the boats and a high number of 15 working purely on the boats, doing nothing else.

38: With so much time and money committed in the boats, where do you get the 'return on investment' so to speak? Is there a single big rush, or is it a general sort of satisfaction?

Bob: The reward is winning. That's what it is all about.

38: [Barely able to stifle a short laugh]. You must also just enjoy sailing too, don't you?

Bob: I don't really enjoy sailing on the racing boats. I enjoy cruising, in fact I probably do more cruising than I do racing. You get far too tense when you're racing to enjoy the pure sailing aspect of it.

But there's a different feeling to racing, it's the thrill of racing and winning that you enjoy when you race, not the thrill of pure sailing. You don't have time to think about the enjoyment of a good spinnaker run, for example; you're worried should you take something down because it might break, or will doing that lose you the lead. If you're cruising and having a good spinnaker run you don't have to care if you blow your chute out. Who cares?

38: Do you find a lot of difference between English and European yachtsmen versus American yachtsmen?

Bob: Yes, I find American yachtsmen on the whole are much much better at day racing, much more competitive in the shorter races. Maybe it's because of the 12 Meter emphasis. European sailors, on the whole, seem to be better in a 2 or 3 day race — but of course there are many exceptions to this. Although it seems to be proven in some of the Admiral's Cup races, where the U.S. hasn't done particularly well in the Fastnet Race for example, or the overnight races.

38: Is there more of that racing in England?

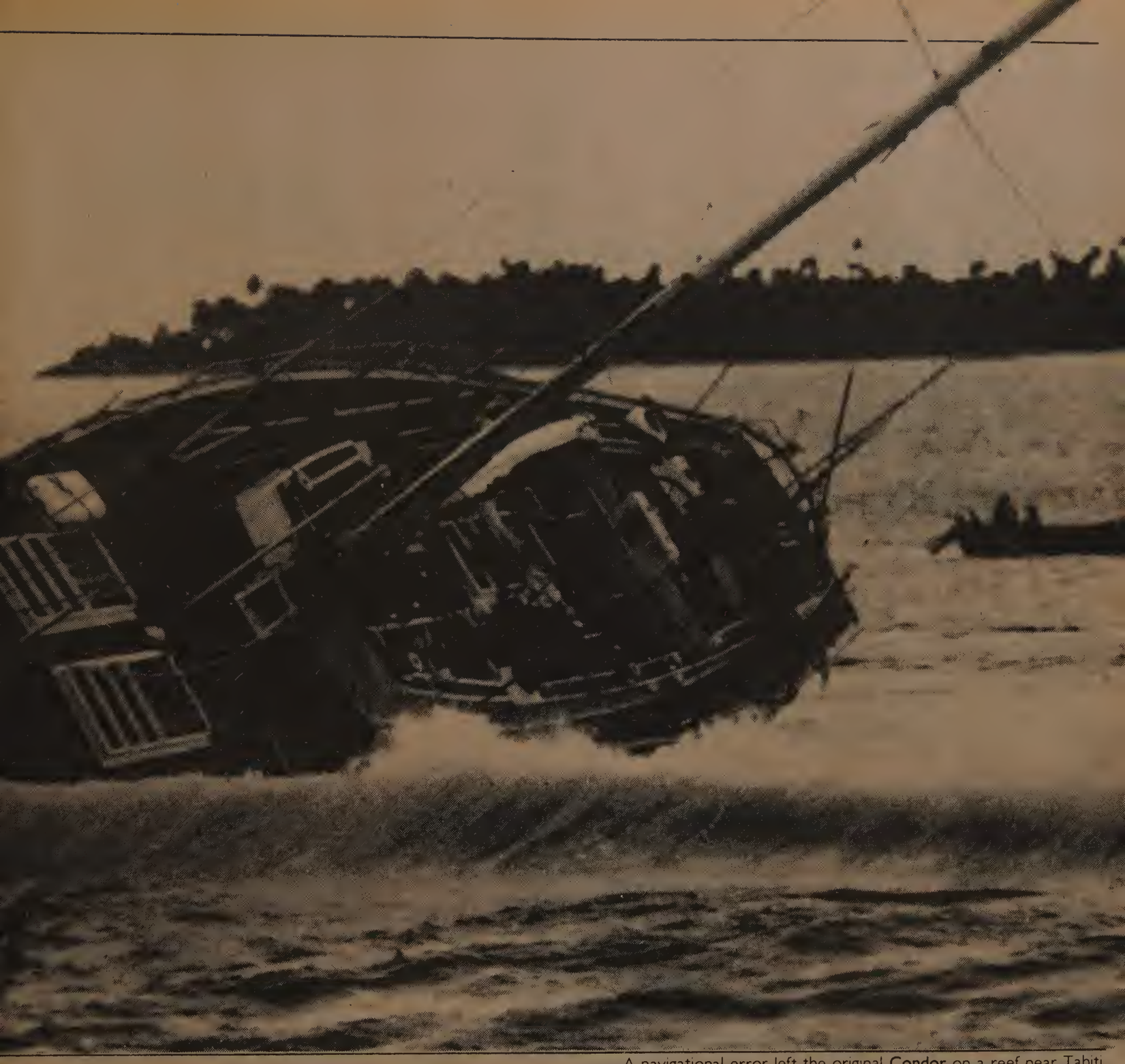
Bob: It's hard to say, but I think there probably is.

38: Many Englishmen and Europeans are getting interested in singlehanding; does that have any appeal to you?

Bob: No. I think singlehanded sailing is inherently dangerous, that it shouldn't really be allowed. I don't see how any boat can be seaworthy — other than on a day race — with just one man aboard. You've got to sleep, and at that moment in time you're obviously unseaworthy and a danger to other boats around you, really. Whatever electronic controls you have and warning instruments, they just are no substitute. I don't favor singlehanded sailing at all.

Two-handed is perhaps okay, but frankly I really don't think it should be allowed, that's my personal opinion.

38: Have you ever sailed on any of Bill Lee's boats? Does something like *Merlin* have an attraction for you?



A navigational error left the original **Condor** on a reef near Tahiti.

Bob: I haven't sailed on them, but yeah. I also enjoy sailing on trimarans and catamarans — it's just really fun to go fast through the water on a sailboat, really fun.

38: But you still favor all-around boats?

Bob: Rather than one purpose boats, yes. It's fun to sail a long downhill run, but it gets boring after a while. I prefer the cut and thrust of around the buoys racing. In the Solent *Kialoa* and ourselves had a tacking duel in which there must have been 50 or 60 tacks along the Isle of Wight shore, within feet of each other. Really exciting stuff.

38: Are crewmen hard to come by, or does everyone want to be on your boat?

Bob: It's not difficult to find crewmen — it's difficult to get good crew but ho, ho, ho, there's no shortage of volunteers.

38: Gary Carlin has Kiwi Boats in Florida, and a branch in England; you took the U.K. operation over or something, didn't you?

Bob: Yes, I became involved in the boatyard in the U.K. about the time of the Around-The-World Race in 1977. I bought it as something for one of my skippers in the 1973 Around-The-World Race to do, to look after. I like to give people involved in the boat something to do after their racing days are over. I think the way to keep the best personnel is to give them something to do after their racing days — nobody wants to be a boat nigger for longer than 10 years. So it's good to have them involved with the boat after those days are over, and so I bought the yard for that reason.

He wanted to build pleasure boats — Les Williams is the individual — and he is currently skipper of the boat called *FCF Challenger*, formerly called *Ocean Greyhound*, entered in the Around-The-World Race. It just didn't work out with him in the yard. But we did take the yard over.

I knew Gary Carlin, and our agreement was for a licensing arrangement with Kiwi Yachts of Florida. But it quickly became obvious the yard in the U.K. could build better boats than the yard in Florida could.

38: Kiwi in Florida has an awful good reputation.

Bob: Yes, but they had lots of financial

BELL INTERVIEW

The southern California mafia, Lowell North, Dennis Conner, unidentified, and Ben Mitchell, on **Condor** on dismasting day.

problems and nobody is making money building boats at the moment. I think Gary Carlin lost money building Jim Kilroy's boat, and maybe some of the other boats too. Certainly I put a lot of money in the yard in the U.K. as well — nobody makes money building boats.

38: You still own the yard.

Bob: Yes, and it's built some very good yachts. They built *Victory*, which was the outstanding yacht in the Admiral's Cup this year. She even beat us over the line in the Fastnet, did you know that? We had been beating *Kialoa* going around the Scillies, and just got stuck for over two days. I think it took us 53 hours to get from the Scillies to the finish line, where it had taken us 7 hours to do the same distance in the 1979 Fastnet.

38: Why do you hang onto the boatyard in the U.K. if there's no money in it? Can you break even and support something you love?

Bob: Oh no, it's been losing money in the last year or so. It's just that I like building quality racing boats, it enables me to keep up with the latest in racing techniques — it's just a fun thing.

38: Anything else we should ask you?

Bob: No, I'm surprised you should find anything to write about, I'm a rather dour and uninteresting person.

38: How was Sardinia? Had your mast stayed in the boat.

Bob: Well, it was tragic because I think we would have done very well there. One, we'd obviously had more time to get to know the boat better. Second, and probably more importantly, the conditions were just ideal for us. The winds were on the lighter end of the spectrum, and we know we are unquestionably faster than *Kialoa* in those conditions, based on our experience in the Solent earlier in the year. I think we'd be pretty tough competition for them.

38: The conditions are good in Sardinia?

Bob: Oh, it's beautiful racing! A bit more breeze might have been nice in certain instances, but . . .

38: How would you rate the various maxis now?

Bob: I think *Kialoa* and we are very close, but I'll give it to you straight. I think potentially our boat is faster than *Kialoa*. *Kialoa* — Jim has sailed better than we. In the Seahorse Maxi Series, for example, we were leading in the final race and would have won the series, but we went aground. Jim didn't. He sails the boat very well, and he's sailed the boat better than we have. He sailed better than us in the Fastnet Race because we were leading coming around the last mark, but they worked harder than we did I guess and they beat us in the last two days.

So *Kialoa* and us are at top, unquestionably. For the moment *Xargo* is the next contender. Then *Ondine* — she of course was new and had lots of problems, but we're looking forward to her to get more race-time behind her and become good competition. She'll be back for the Circuit.

38: How long does it take to get the boat going well?

Bob: A year.

38: By the time you get to San Francisco next year everything should be sorted out, particularly after the Clipper Series.

Bob: Actually the class and world championship wil be decided here in San Francisco in September. The first leg is in Hawaii and the second leg here in San Francisco. So that's the big one. Obviously I spend a lot of time here so I'll want to do well in that one.

38: Thank you, we'll see you then.

— latitude 38

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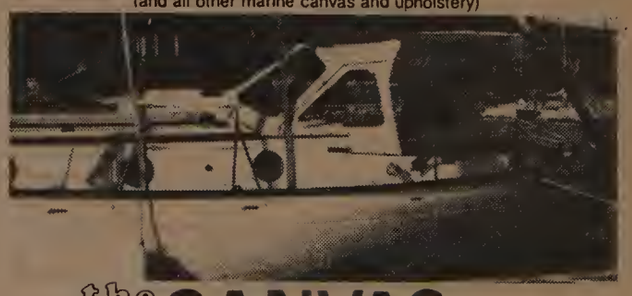

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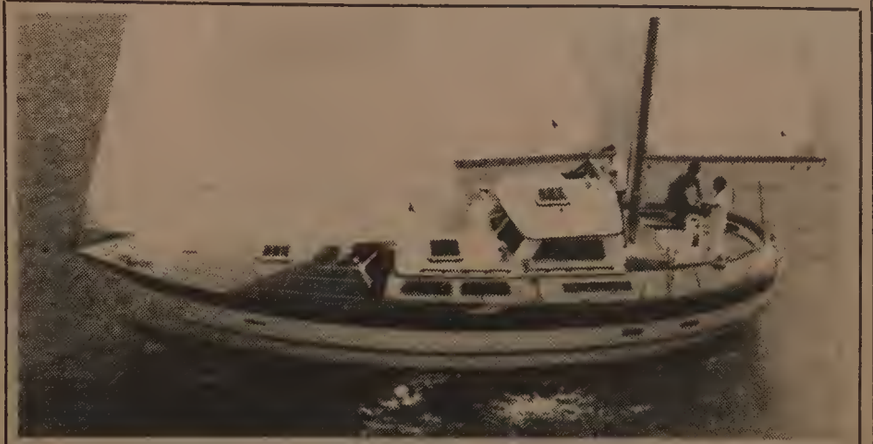

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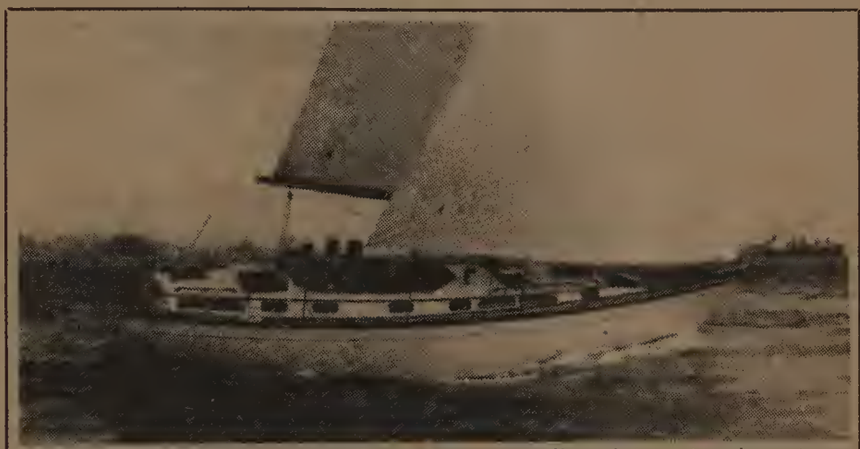

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LATITUDE 38/SHIMON

opinionated. Each believes the boat he's building is the best one of its kind, a knot or more faster, pounds lighter, a bit safer or stronger than the next guy's. Boatbuilders are not only in the construction business; they're in the dream business. They're taking the fantasies and daydreams of the owner and the lines of the designer and making them come to life, giving birth to an almost living entity. Their's is not an easy job, but for most, they'd have it no other way.

One of the easiest ways to look at boatbuilding around San Francisco bay may be geographically. Consider, if you will, the wilds of Petaluma to the north, where Jim Gannon builds heavy, traditional double-enders in the middle of a cowfield. Moving south to San Rafael we find Bob Moe's medium displacement Serendipity IOR racers and Don Trask's one-design J-Boats. Across the Richmond Bridge, Don Peters is hard at work on a Les Harlander medium weight 40-footer.

In the East Bay we find a mix, everything from Arch Woodliff's deep keel Nor'West 33 to the avant-garde work of Jack Sheldon at Pyramid and young John Olson, who specilizes in vacuuming cold-molded wooden flyers. Throw in Kim Desenberg's North Coast Yachts, a breeding ground for builders; Chris Benedict and his flying International 14's; and assorted others, and you've got a composite history of boatbuilding for the last 25 years.

Moving even farther south, where the smog gets thick, the sun hot, and the technology space age, you'll find the cutting edges of the sailing world, both in production and design: Hayward's Ted Lambertson plans to punch out production 40-footers with his computerized metal cutters. Down in Alviso, we find ex-electronic engineer Gene O'Riley making strong, fast trimarans using paper as a stiffener.

Australian Jim Gannon has been building Freya 39's for the past four years on an old dairy farm in Petaluma. Before that, he worked out of an industrial park nearby. All in all, Jim's been turning out the 23,000 lb., finely appointed Freya for 10 years. To prove she wasn't just a cruiser, Jim won the 1978 Singlehanded TransPac big boat division in a Freya. Ready to go, the boat sells for about $135,000. Gannon and his crew also do other custom work — they finished Big Boat Series winner *Annabelle Lee*.

Bob Moe's philosophy for boatbuilding grows out of his experience with Douglass Aircraft and over 20 years in the recreational housing industry. Moe remembers being at Douglass during the DC 8 project. They built the plane from start to finish and lost their shirts. With the DC 9 they subcontracted out major sections of the fuselage and the project was very cost effective. Moe applied that same idea to his housing business and the two year old Serendipity Yachts International.

"We do what we feel most capable of, which is assembly and marketing," he says, "and get the hull, spars and keel from the best producers we can find."

The Serendipity hulls come from Tom Dreyfuss's New Orleans Marine, the spar systems from Stearn in Wisconsin, and the keels from KeelCo in southern California. They have a truck circling the U.S. about every four weeks to pick up parts and deliver completed boats. By subcontracting, Moe can reject work that isn't up to par, which wouldn't be the case if they were building everything themselves.

Base price for a completed boat is $169,000. Deletions can be made to reduce the price, and you can get just the hull, deck, rudder and keel for $78,000.

Moe's shop is assembling hull #30, which will compete in the 1982 S.O.R.C. *Acadia*, hull #7, won the 1979 S.O.R.C. and *Louisiana Crude*, unofficial winner in 1981, was

Bob Moe.

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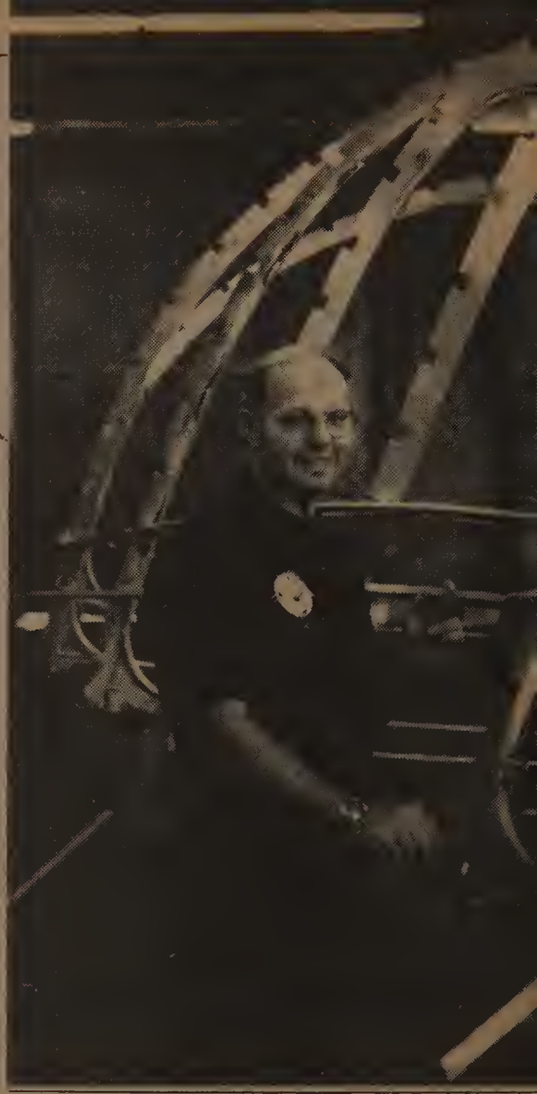
hull #15. One of the more recent Serendipities was *Moonshadow*, which Lowell North sailed to a 5th in the 19 boat Keefe Kilborn division of the 1981 Big Boat Series. Moe says their intention was to make a stock hull rigged for cruising (one of three configurations for the Serendipity), and throw it into a fleet of custom one-offs to see how it would do. Moe was real pleased. *Sioc*, the IOR racer version of the Serendipity, took 2nd in the same division.

Across Highway 101 from Serendipity is Don Trask's J-Boats West. Don cut his teeth in high volume boatbuilding and marketing with the 14-ft. Laser, an enterprise he's now sold. He's been licensed to produce and sell J-24's, J-30's, and J-36's by the parent company in Rhode Island. Don's territory extends west from Texas and includes Hawaii, Mexico, Alaska, the west coast of South America and British Columbia. J-Boats West makes the J-24 in San Rafael, but brings completed J-30's and J-36's from the east coast.

It takes Trask's workers 300 man hours to turn out a finished J-24. In the spring they roll out four boats a week to meet the summertime demand. Even with the great success of the J-24 — they have the largest one-design fleet in the bay's YRA ranks — Don sees more potential in the J-36's, which are selling at a faster rate in their first year than the J-24's did. A new J-36 goes for $84,000, the J-30 for $42,000, and the J-24 for $16,750.

Richmond's Cal Coastal Marine is managed by Don Peters, who doubles as resident boatbuilder. In a large shed next to the yard's offices, Don is overseeing the construction of Les Harlander's new *Mirage*, a 40-ft. medium displacement racer. Don has two trusted workers heading the building crew: Kevin Ryan, who helped build *Lois Lane* and was part of the Hawkfarm project; and John Fisher, who helped Don build Norton Smith's TransAtlantic singlehanded winner *American Express*. All three spent time at North Coast Yachts, which Don started in 1973 along with Tom Wylie and Chris Benedict.

Don figures he's built about 50 boats in his career, both big and small, about 30 in glass and 20 in wood. The new *Mirage*, named after Harlander's highly successful C&C 40, is glass, but the construction has a new wrinkle that Don feels may be pushing boatbuilding technology a notch up the evolutionary scale. Unlike most other glass boats where stringers are attached to the finished shell, *Mirage*'s stringers are part of the primary lay-up. Harlander designed both the hull and deck with a series of closely spaced stringers, the object of which is to take weight out of the skin and put some of it back into the stringers. At it's thinnest the skin is 1/8" and at its thickest, 3/16". The end result is a hull and deck that is corrugated on the inside, and which will be, according to the designer, very stiff.



Ted Lambertson, left, and Ray Miller of Scorpio Sailing Yachts.

Peters and Harlander have also tapered the fiberglass laminates, thinning them out towards the ends and higher up. This keeps the weight low and near the center of the boat to prevent hobbyhorsing.

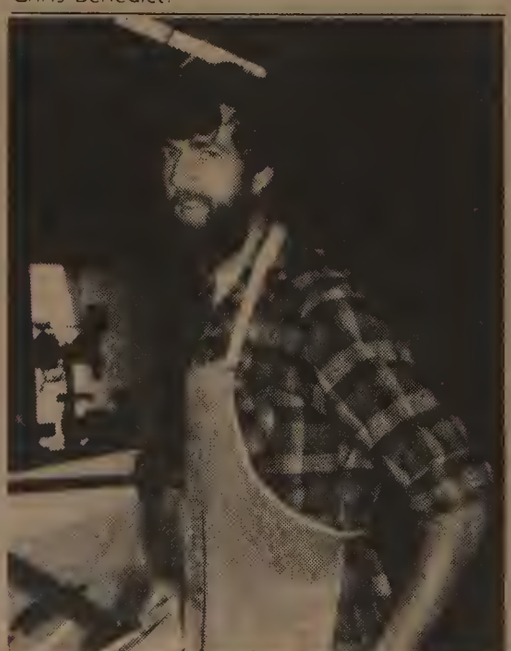
"What we're doing isn't revolutionary," says Don, "it's just a logical next step. We know that the radical jockstrap IOR boats oilcan up to an inch and a half in rough seas and are essentially throw away yachts. I would consider the new *Mirage* a failure if it flexed that much in a large seaway."

The new boat will be moderate displacement, weighing in at about 16,500 lbs., 10,000 of which will be ballast. From what they've learned this time around, Don figures they can take another 200 lbs. out of the next one, assuming someone wants one built. He doesn't envision the boat ever being mass-produced, but ideally it would be a "limited edition" model.

One of the most active bay area boatbuilding centers over the past decade has been North Coast Yachts, located across the street from the Alameda Marina. Since 1973, it has seen the birth of *Lois Lane*, *American Express*, the Hawkfarm class, the

Ron Stewart.

Chris Benedict.



LATITUDE 38 SHIMON

PHOTO COURTESY OF LAMBERTSON INDUSTRIES

Wylie 34, and recently *Absolute 80*, a cold-molded beauty that owner Keith MacBeth is sailing out of Santa Cruz.

Another "baby" is about to be born at North Coast, and owner Kim Desenberg is as happy as the proverbial new father. He's been working with designer Tom Wylie on tooling up the latest Wylie creation, a 24-ft., 800 lb. trailerable keelboat called the Wabbit. The hull mold was popped off the male plug in mid-October and Kim hopes to see one sailing by November 1 and an assembly line production immediately thereafter. The Wabbit will sail easily with three people and was designed originally as an overnight camper. One-design fleet racing will also be encouraged and there's talk of a double trapeze rig for those so inclined. The Wabbit looks like a small Soling, the Olympic three-man boat, but should be considerably faster due to its light weight. The cost will be around $9,000 including the sails and outboard motor.

Across the street, the other original member of the North Coast group, Chris Benedict, is building some of the hottest International 14's in the world. Like the Aussie 18's, 14's are a developmental class, where anything goes within certain broad parameters.

Chris's design took four out of the top ten spots in the 1981 Worlds in Annapolis, Maryland. A former Fireball National Champion and an excellent 14 sailor himself, Chris started building cold-molded 14's after leaving North Coast. He eventually found he could build a stronger, better boat in fiberglass. In the past two years he's built nine for North American customers and he's had five built in England by Bill McCutcheon.

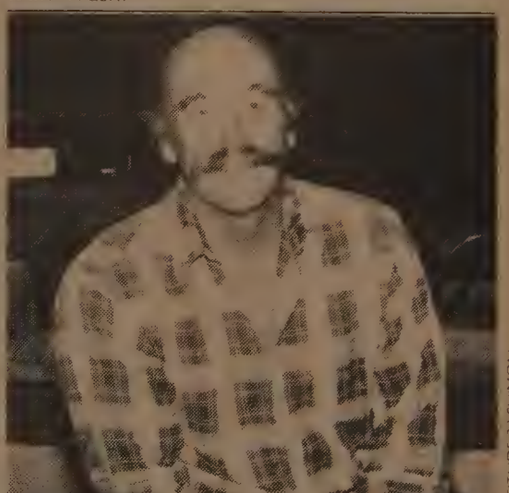
Chris is a confirmed small boat man. He doesn't want to get into the IOR game, but that doesn't limit his ambitions. "My goal," he states, "is to design the boat that replaces the International 505 in world-wide popularity." In layman's terms, that's like someone saying they want to come up with a sportier car than the MG. A noble challenge.

Chris's neighbor in the Alameda Marina is Ron Stewart, another dinghy builder, who's happy to keep up with orders on 8-ft. El Toros and 14-ft. Flying Juniors. "People keep having kids and needing dinghies for them to sail," he says with a grin. Like Benedict, Ron is basically a one-man show and has also managed to produce a topflight racing dinghy in the Flying Junior class. His Sailnetics boat has won the past two world championships and finished one-two in the 1981 Nationals.

Alameda is also the home of Svendsen's Boat Works, where Svend Svendsen builds fiberglass Nordic Folkboats, a 25-footer with a lapstrake hull. Svend always has one boat in the works, which keeps the yard men busy during slow periods. Since 1976 they've completed eight boats and can crank one out in six to eight weeks for about $18,000.

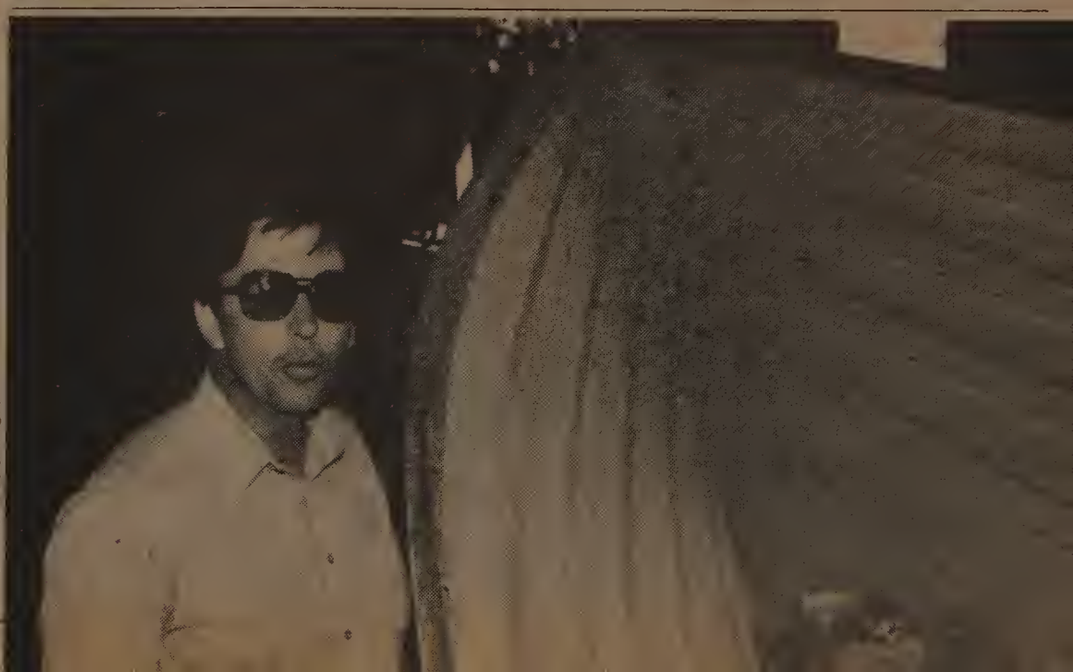
Less than a mile to the north, adjacent to Pacific Marine, Arch Woodliff and foreman Bob Curtis are building their 19th Nor'West 33 at one end of a cavernous warehouse. "Almost" a traditional design, Woodliff calls the Chuck Burns creation a

Don Trask.



LATITUDE 38 SHIMON

Don Peters.

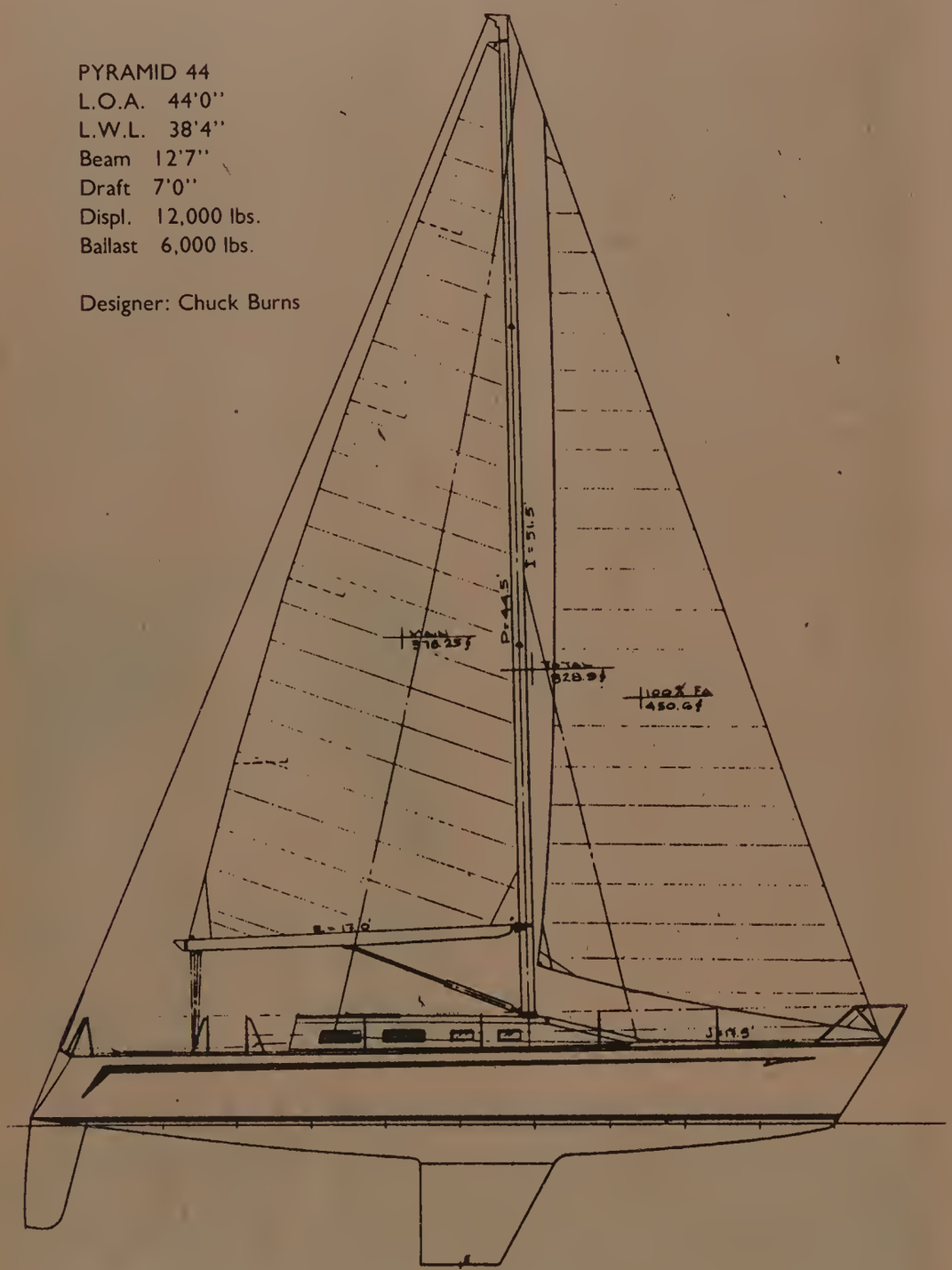


LATITUDE 38 SHIMON

BAY AREA

PYRAMID 44
L.O.A. 44'0"
L.W.L. 38'4"
Beam 12'7"
Draft 7'0"
Displ. 12,000 lbs.
Ballast 6,000 lbs.

Designer: Chuck Burns



"Cadillac of a boat." Founded in 1976, Nor'West Yachts spent one and a half years getting the tooling right before production began. Arch comes from a background of financial management and stepped into the boatbuilding business to keep Nor'West clear of financial reefs. He's learned a lot in the interim and has developed a strong philosophy about boatbuilding that expresses itself in the 33.

"Since the advent of fiberglass," he says, "the all-around quality of boatbuilding has suffered. We're marrying many of the old techniques with modern technology." As examples, he points out the structural headliner which is bonded to the deck for strength and a floorbeam system which is glassed in under the cabin sole. The 33, he says, has proven its speed by taking a third in the 1980 Singlehanded TransPac and its durability by coming through extremely rough ocean conditions with no damage. There's 5300 lbs. of lead inside the molded keel, not bolted on, so it can't fall off. The rudder is mounted on external "shoes" and the external bronze fittings can easily be examined for wear and tear. The going price is $85,000.

The godfather of Alameda's boatbuilders has to be Tito Rivano, the small, handsome Italian craftsman who operates out of a small, crowded shop between Encinal and Oakland Yacht Clubs. Tito started building boats with Barney Nichols back in 1957, turning out such golden oldies as the Buccaneer 28, the Seahorse and the fiberglass P-21. He became famous for his El Toro's ("Tito's Toros") and helped young Tom Wylie get the Nightingale class off the ground. In fact, Tito still builds the Nightingales when someone orders one. Mostly he's doing rowing dinghies and some subcontracting work for North Coast, such as the deck mold for the Wylie 34. Medical problems have slowed Tito down recently, but he's got a cherry Wylie 34 sitting in one end of his shop which only needs about one month of work to be launch ready.

Across the estuary in Oakland is where the resin is really hot these days. Young John Olson just completed the 27', 3700 lb. *Hotel Petaluma* at his 3rd Street shop for Dave Anderson. John started the boat 2-½ years ago as a part-time hobby while he was going to school. Eventually he turned it into a full-time business. He also built the hull for *Absolute 80*. John specializes in high quality vacuum bagging, the system he uses to cold-mold red cedar veneers with epoxy. Part of the reason *Hotel Petaluma* took so long was that John had to learn a lot of things along the way. Now he feels that he can turn out as fine a boat as anyone and at the age of 22 he confidently refers to himself as a "custom boatbuilder". He guestimated another 27-ftr. would cost about $35,000. Another reason *Hotel Petaluma* took so long was because the project was underfinanced. John doesn't plan to make that mistake again.

Jack Sheldon considers his Pyramid Boat Works near the Oakland Airport a "stepchild" of the Santa Cruz tradition. Indeed, the reason he got into the business stems from an incident he had with a ULDB from Bill Lee-land. Originally a registered nurse in Sacramento, Jack gravitated to-

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John Olson's Hotel Petaluma.

wards the bay area because he loved to sail. He'd studied aeronautical engineering and knew about fabricating metal and fiberglass. He worked for a while as a rigger and commissioner at Mariner Square. Three years ago he was crewing on a Santana 30 and doing real well on the bay. On the MORA long distance race to San Diego that year they got hammered and came away greatly discouraged. One of the boats that beat their pants off was *Prince Charming*, a home-built, multi-chine plywood lightweight made by Santa Cruz's Howard Spruit. Also 30-ft., *Prince Charming* weighed 4,000 lbs. to the Santana 30's 10,000. Jack talked with Howard and saw how easy it was to build the boat and he was hooked.

Staffed by three North Coast veterans, Jeff Sherman, Kevin Boyer and Darwin Crosby, along with the Shah brothers, Paktun and Naim, Pyramid is now turning out the 3800 lb. Pyramid 30. It's a Carl Schumacher design that definitely qualifies as a lightweight screamer. Jack likes a more stylish look than the Santa Cruz boat, hence the partially raked transom. They use a Kelgecell foam core, which Jack prefers to balsa. The closed celled foam provides 6,000 lbs. of positive flotation, will never soak up water, and is 2 lbs. per cubic foot lighter than either balsa or airex, according to Jack. Pyramid also vacuum bags their fiberglass lay-ups, which saves about 300 lbs. on the 30-footer because it eliminates some of the resin needed to tighten the bond. The sailaway price for the 30 is $31,000.

"The key to success in light boats," says the shaggy-maned Sheldon, "is building it light enough to plane and strong enough to stay together." By his definition, if a boat can get up on a plane in 20 knots apparent, then it's a ULDB. It also has to be stable at those speeds, a responsibility that rests with both the designer and the builder. The rudder has to be super strong — their 30 has a stainless steel web inside the glass foil, a system Jack feels can take the loads without problems.

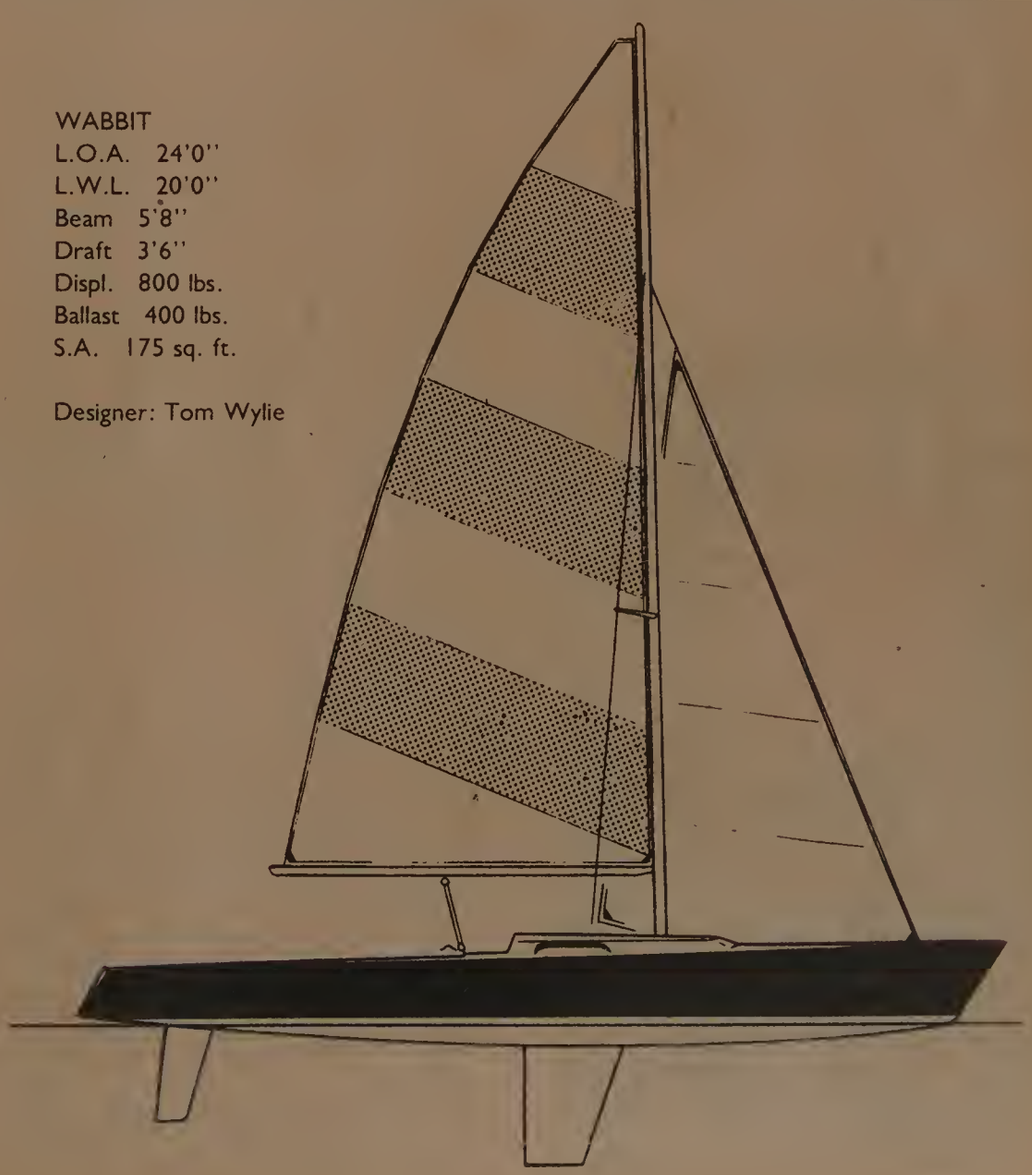
Pyramid is also producing the 660, a two-person, trapeze daysailor which looks like a composite of all the high performance doublehanders you've ever seen. Designer Carl Schumacher took the vital statistics from the Tempest, Star, Flying Dutchman and other one-design boats in the 20-ft. range, computed the averages, and then came up with the 660. The boat weighs 850 lbs., with 400 lbs. of ballast, and rates PHRF at 150, the same as a Moore 24. The cost is $10,000 complete.

The glimmer in Jack Sheldon's eye these days, however, is a 44-footer that Chuck Burns has designed for him. Jack sees the sailing market moving to the 36 to 44 foot, $90,000 to $120,000 range and he wants to be there with a fast, light, "new wave" cruiser/racer. "They won't be backpacker boats," he says. The boat will have standing headroom and full cruising accommodations, yet weigh a slim 12,000 lbs. and be able to plane readily."

An old Mack truck factory is a strange place to find a boatbuilding operation, but what energetic Ted Lambertson has in mind will make current aluminum fabricating look prehistoric. Ted is president of Lambertson Industries, which recently moved from Brisbane to Hayward into a huge assembly plant left vacated by Mack Trucks. Lambertson Industries manufacturer commercial sinks and kitchens for nationwide chain operations. According to Ted they're the leader in the field and the reason is

WABBIT
L.O.A. 24'0"
L.W.L. 20'0"
Beam 5'8"
Draft 3'6"
Displ. 800 lbs.
Ballast 400 lbs.
S.A. 175 sq. ft.

Designer: Tom Wylie



technology — they have incredible machines which punch out and cut large pieces of steel into computer programmed shapes, ready for welding into their final form.

Where's the connection with boats? Well, Ted owns a Santana 35 and was thinking about moving up into the IOR two-ton game. He started pricing boats and soon realized something was screwy. He knew roughly how much each of the parts cost — the hull, spars, sails, etc. — but he couldn't figure out why the total package was so much. Then he realized it must be the labor. He began to wonder if the machines that punch out his sinks could do the same thing with aluminum and turn out a batch of one-design two-tonners at 80% of the current cost.

Ted's a real captain of industry; the kind of guy who makes things happen. He talked with designers Gary Mull and Doug Peterson; he talked with Kaiser Aluminum; and pretty soon he was hot to trot. Before the move across the bay in mid-summer, he had begun the hull. With the increased space in Hayward, he has visions of an assembly line of 42 footers rolling out into the huge parking lot around the plant, where they'll be fitted out and readied for delivery. Ted's enthusiasm for the project is hard to discount, but he himself isn't sure if it'll work. "It'll either be great, or it'll be a flop," he says. "But that's the only way to do it."

Gene O'Riley.

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Just north of San Jose, perched atop the mud flats of the South Bay, is the town of Alviso, a longtime boatbuilders' hangout. The rents are low, nobody comes around much to bother you, and you can do pretty much as you please. If that sounds like the formula for revolutionary thinking, that may explain why one of the biggest products of Alviso is trimarans, three hulled craft that have raised the ire of traditional yachtsmen for the past two decades. While admittedly fast, they have had a bad reputation for flipping upside down and breaking up in rough seas. It's only the recent success of tri's in the OSTAR singlehanded and doublehanded TransAtlantic races — Phil Weld's *Moxie* and Chay Blyth/Rob James on *Brittany Ferries* — that have added a mantle of respectability to this rebel form of yacht.

Gene O'Riley of Voyager Marine was an electrical engineer in Silicon Valley for 15 years. Then he built a 31-ft. Jim Brown-designed Searunner tri, sold it and figured he'd rather make a living building boats. He operates out of a small lot on State Street, Alviso's main drag, with a couple of mean dogs out back to keep people from being where they don't belong. Currently he's building three custom Searunners in the 37 to 40-ft. range, as well as a 40-ft. custom monohulled motorsailor. He combines materials, using sheet plywood, cold-molded veneers and honeycomb for stiffening. The honeycomb is a 50 lb. Kraft paper impregnated with phenolic, a plastic resin, which waterproofs and rotproofs the paper. The honeycomb is sandwiched between layers of mahogany plywood saturated in epoxy using the Gougeon WEST (wood epoxy saturated technique) system.

O'Riley's boats turn out light (8500 lbs. for a 40 footer), fast (max. speed 25 knots, average speed 12 knots) and with an eye towards safety. The outboard hulls formerly use to house bunks and equipment are now relatively empty, concentrating most of the weight in the central hull for stability. The cabin top is built with an extra thick layer of honeycomb for both strength and "inverted flotation". In case of capsize, there's enough buoyancy to keep the boat afloat for a long time. There are batteries and pumps that work in the inverted position. The fuel, water and holding tanks, all made from epoxied wood, all have emergency shut off valves.

LATITUDE 38 SHIMON

Arch Woodliff.

"The monohull approach to calamity at sea," says Gene, "is to have a liferaft. With these multihulls, you stay with the boat and live onboard until help arrives."

Last but not least we find Sea Crown Marine in the heart of Santa Clara's industrial park area. Cullen Serr has been turning out trailerable 25-footers for the past couple of years. The boat has a retractable keel and weighs 2000 lbs., with a small cabin for overnighting. Construction-wise the boat is a standard fiberglass layup of mat cloth and roving. Serr's glassman is a fellow named Pete who used to build Cal boats down south in Costa Mesa, as well as trimarans in Alviso 20 years ago. Pete's not much of a sailor, but he knows how to turn out a strong boat.

From Petaluma to Alviso, San Francisco boatbuilders pursue their different visions, from traditional cruising comfort to lightweight rocket ships; from one hull to three. They glue, bolt and vacuum bag together boats out of everything from wood and paper to foam and resin. In their large, dusty workshops they bring to life our sailing dreams.

— **latitude 38** — *suc*

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37' SAMSON Ketch, 1978, Outstanding Ferro	40,000
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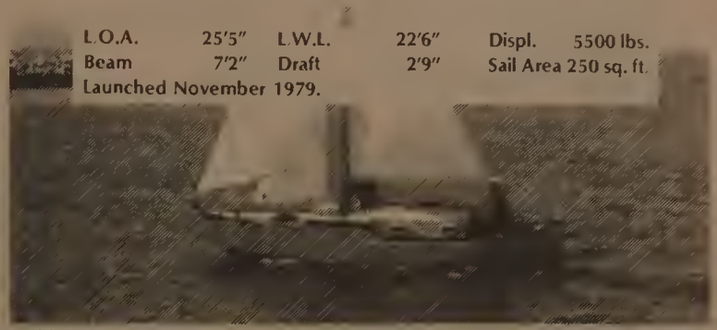

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Beam 7'2" Draft 2'9" Sail Area 250 sq. ft.
Launched November 1979.

This custom built, small but able blue water cruiser has many unique features:

HULL: Solid, hand laminated male mold f/g hull, very stiff & strong, (¾" at bilge to 3/8" at sheer). Complete foam flotation in event of holing, watertight storage comp't., NO underwater thru-hulls, warm wood interior, teak side decks ckpt. area. **TWIN KEEL:** External lead, bronze bolted, allows easy upright beaching instead of careening/hauling, great tracking & less rolling on downwind runs.

RIG: Dbl. spreader cutter rig, w/club-footed stays'l, run. backstays, twin headstays, twin backstays. Unique "bombproof" mast const., engineered to survive complete roll-over. **SAILS:** Main (2 jiffy reefs), jib, stays'l (1 reef), & genoa (Hogin cruising sails); 2 sets of downwind twin jibs w/Forespar poles, for light & heavy cond. & reliable self-steering.

WIND VANE: Radcliffe Marine, s/s, easily engaged & set.

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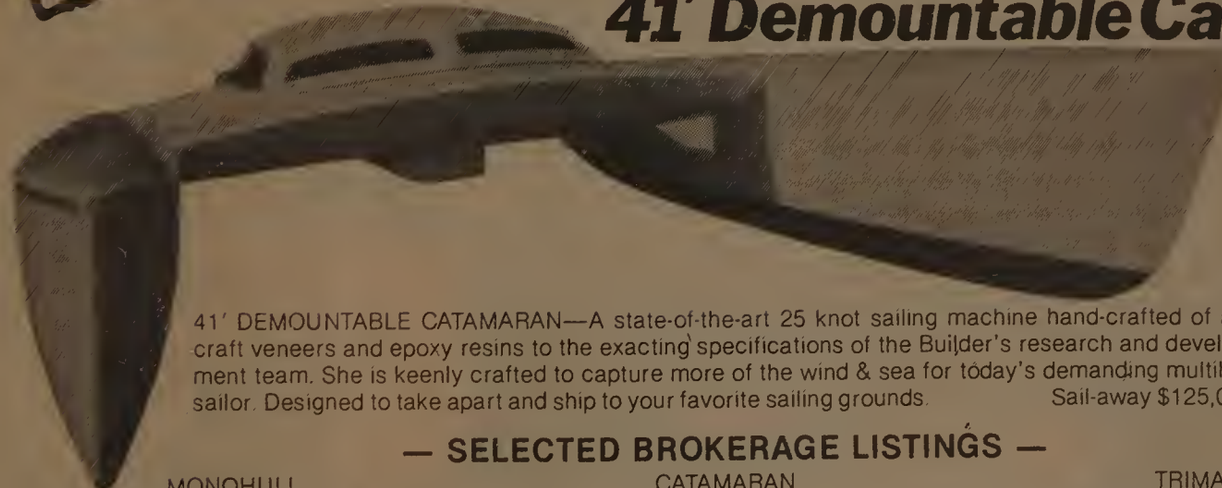

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29' Ericson '72 Sloop	27,500	30' Oceanic '78 Ketch	85,000	30' Arthur Piver's Nimble #1	25,500
30' Tartan '75 Sloop	35,000	31' Iroquois '73 Mark II	32,500	32' Mod. Cross '78 Racer	27,500
32' Roughwater '77 Sloop	49,000	36' MacGregors 2 from	21,500	32' Kantola '78 Sloop	60,000
33' Alajuela '79 Sloop	82,000	36' Wharram '74 Ketch	25,000	34', 37', & 40' Searunners from	38,000
35' Angleman '61 Seawitch	85,000	38' PolyCon '80 Sloop	65,000	35' Tristar '76 XR35	59,950
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40' Islander '76 Ketch	110,000	40' Cregers 2 from	32,500	42' Mod. Piver '73 Ketch	55,000
45' Explorer '78 Cutter	119,000	42' C/S/K '70 Ketch	59,950	44' Mod. Cross '79 Sloop-Cutter	170,000
47' Littons Perry '79 Ketch	155,000	58' Mod. C/S/K '72 Cutter	200,000	45' Tristar '79 Sloop	168,000
50' Benson '25 Schooner	48,500	60' Custom '78 Racer/Cruiser	200,000	46' Cross '77 Ketch AIREX®	139,500

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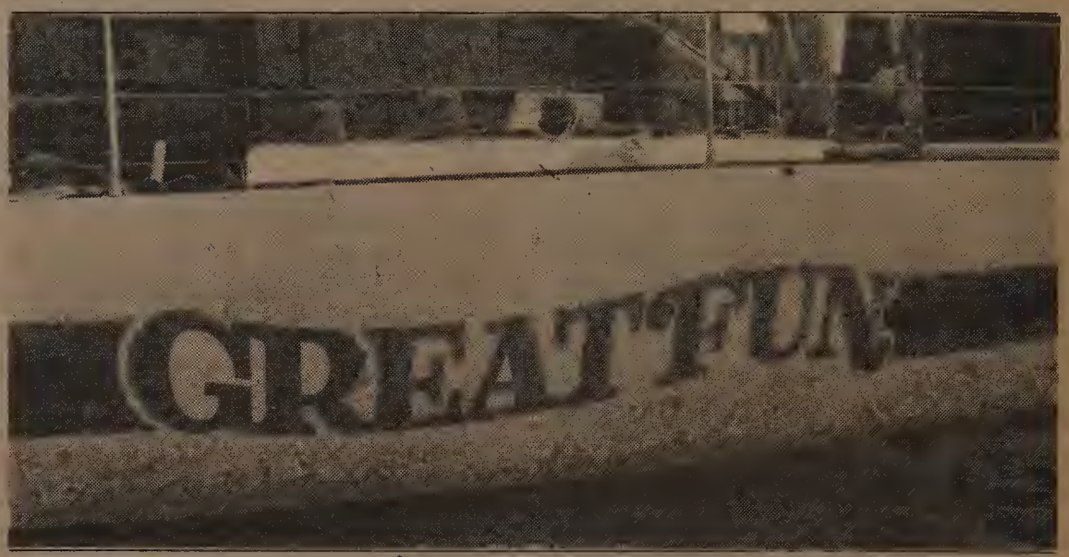
GREAT FUN



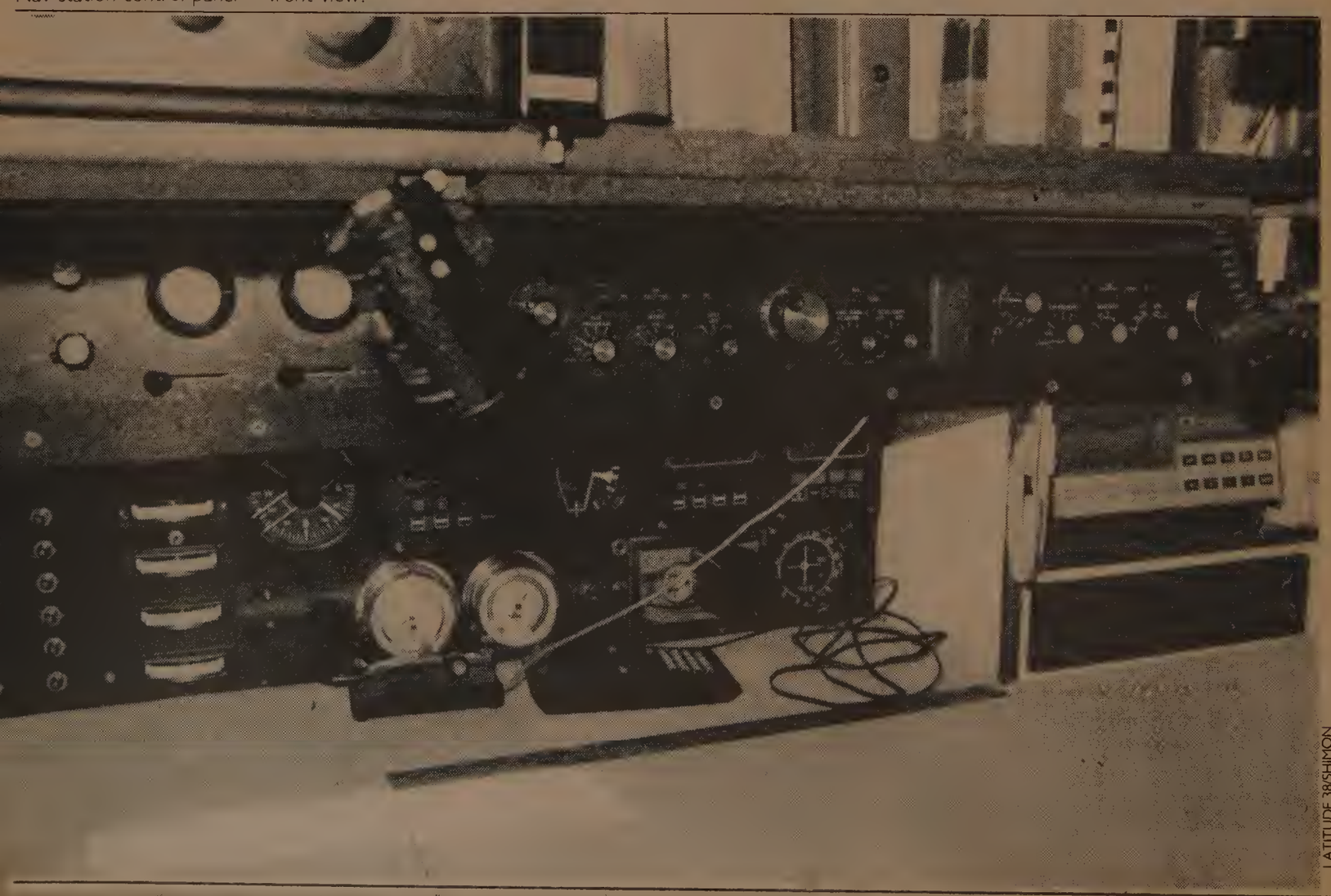
The most exciting new boat on the bay just has to be Point Richmond newcomer Clay Bernard's dynamic Laurie Davidson 50-footer, *Great Fun*.

The recently retired Bernard had last sailed on the bay during the Sausalito Yacht Club's 1980 Quarter Ton Nationals, coming all the way from Tulsa, Oklahoma. His boat was a perky little red, white, and blue number named *Fun*, also designed by New Zealander Laurie Davidson, and was clearly the fastest boat in the fleet. In August a grown-up sister of *Fun* appeared on the YRA course, blowing the entire IOR fleet off the course by 14 minutes! And there she was again at the Big Boat Series.

In the spirit of journalism I secured a berth on *Great Fun* for the third race of the Big Boat Series. When I heard *Great Fun* was loaded with computerized data systems, hydraulic gadgetry, Kevlar sails, and the like, I sent my engineer husband John in my place to interpret.

After waving them on their way to the starting line, I headed for a ringside view on the balcony of the St. Francis. There, I near-

Nav station control panel — front view.



ly tripped over the feet of *Great Fun*'s designer, Laurie Davidson, a white haired, rather elfin Kiwi fellow in a tee shirt and slacks.

"I see you've produced another winner," I said. "What makes her so darned fast?"

"Superior design," he replied in a joking tone. "But there are lots of things other than design that make a boat go," he continued. "It's extremely well-equipped, and it's well-sailed . . ."

He told me Tim Stearns and Dave Hulse were steering, with Dave Allen as tactician; there was somebody aboard from the North loft, and three Kiwis from *Shockwave*.

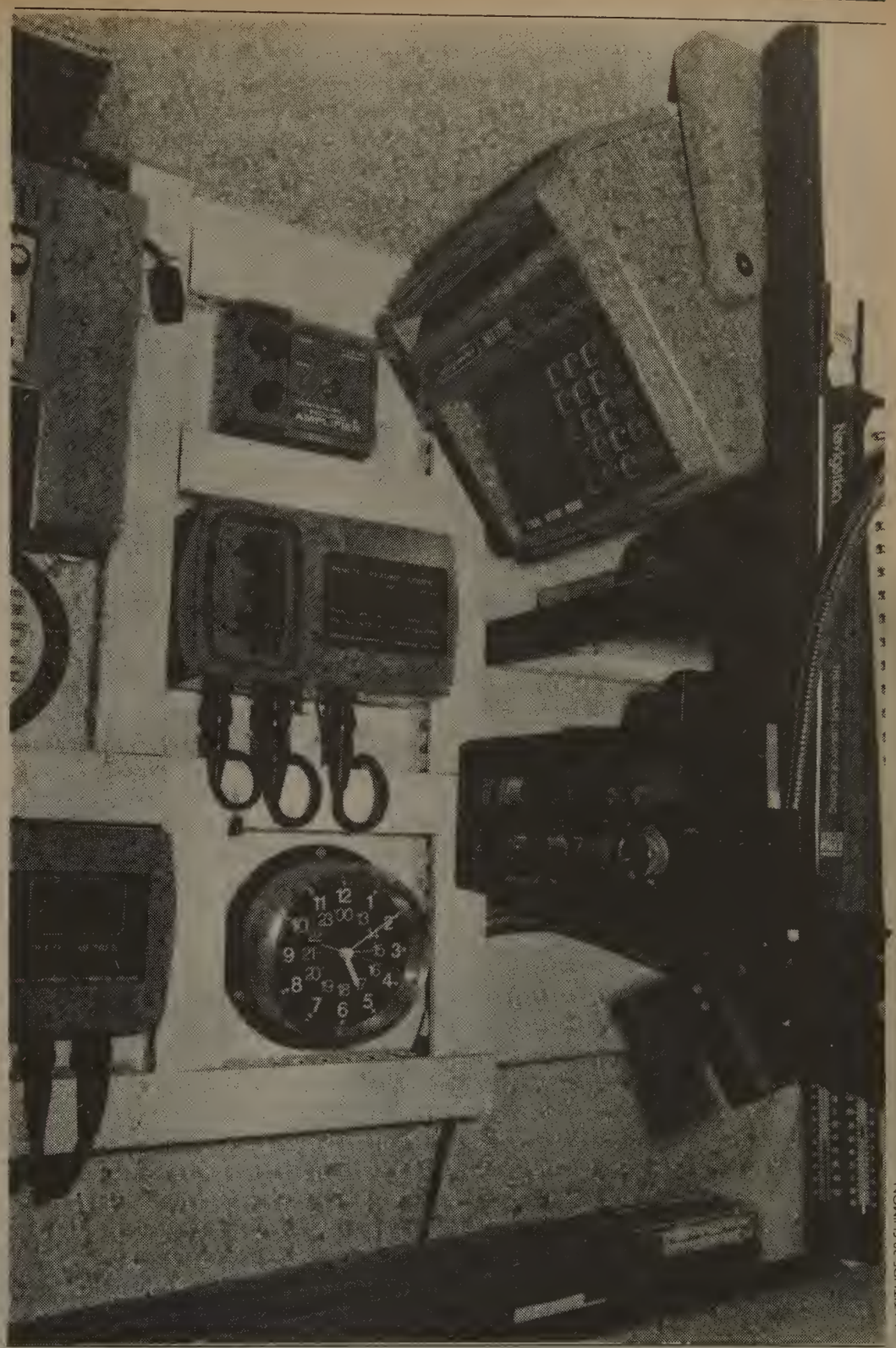
We shared some trail mix and exchanged a few comments about last year's Big Boat Series in which *Shockwave*, another of his designs, had been well on her way to victory until her mast broke near the start of the fourth race. She has since been acquired by a new owner, he said, and altered, including one-and-a-half feet removed from her stern to rate better under modified IOR rule. Now named *Confrontation*, she also competed in this year's event.

Like Clay, I had first met Laurie during the Quarter Ton Nationals. He was stranded at the time in the Sausalito Yacht Club bar, with only $100 travelers checks that the bartender couldn't cash, and no answer at the address where he was to stay the night. We struck up a conversation, and he ultimately ended up using our boat, berthed nearby, as his lodging for the night.

"Why aren't you out sailing today?" I asked Laurie.

"I was going to," he said, "but I was displaced by your husband."

What could I say? I offered him some more trail mix and we watched the race.



Nav station control panel — side view.

LATITUDE 38 PHOTO

Great Fun smoked her class that day, for the third time in a row, and when John came home, he couldn't stop raving. "Talk about high tech! That's probably the most technologically advanced boat on the bay."

He told me about the aft facing nav station that looks like a mini jet cockpit, with instruments and dials everywhere. "It's very compact with just room for one person. There's a window to the cockpit, and an intercom. It has every kind of radio, every kind of locating device, and 4 computers which feed into a T.I. 994 master computer with a matching twin video display on deck." Such an array of instruments requires up to 35 amps of power, so the batteries are augmented by two solar cells mounted on the stern.

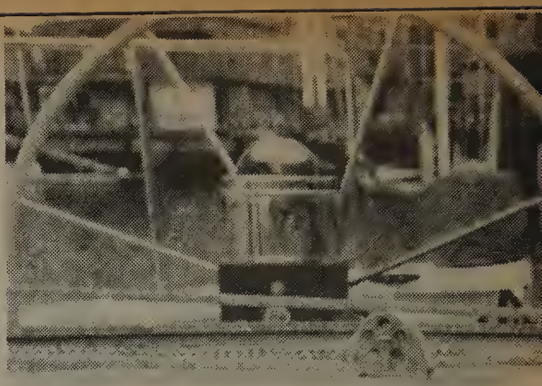
The boom, he said, is huge and painted blue. It's 34-ft. long and 18-inches deep, but one man could carry it because it's lightweight aluminum, *glued* together.

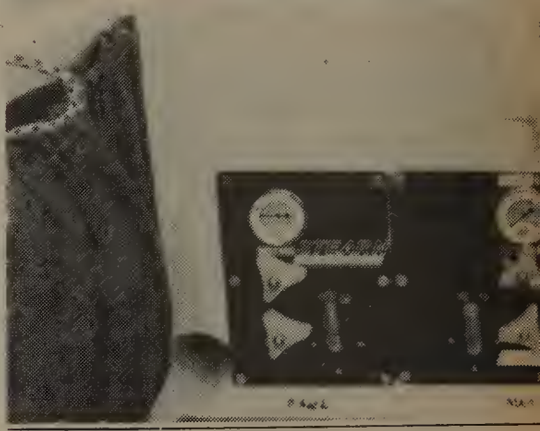
"No screws or anything?" I asked.

"A few rivets," he explained, "but basically it's blued, and glued, but not screwed!" Downwind the extravagant width of the boom adds about 25 square feet of unpenalized sail area.

Clay predicted spars of the future will be made the same way. Gluing instead of welding in the mast-building process means you can use super-strong alloys that don't lend themselves to welding.

GREAT





Cockpit facing aft.

The custom designed aluminum Stearns spar (which is not glued) tapers from 8-½" in diameter at the step to a mere 3" at the top. "I can put my hand around it," Clay reported. The section is extremely strong; 5" thick at its base, it's still 2-½" thick at the first spreader.

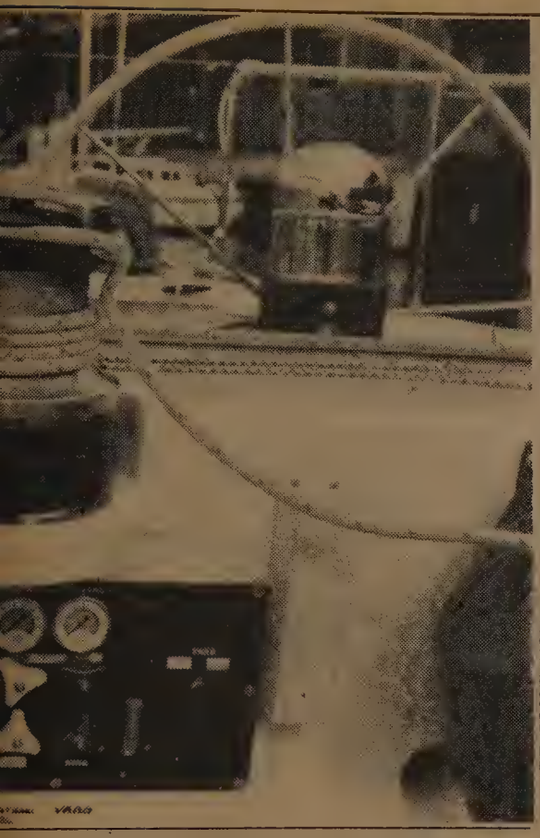
The 9-ft. keel is patterned after a delta jet wing that Ryan Aircraft developed for high-lift and low-drag ratio. The forward two-thirds is lead and the trailing edge is aluminum, which is glued *and* screwed to the front section. The aluminum section has slots for adding more lead if they need the weight, but so far they haven't. They did manage to drag the keel in the sand in one race. "We did a pure Admiral's Cup in and out," Clay revealed. "We just spun it in the sand."

"Big Blue," **Great Fun**'s 34-ft. x 18-inch glued boom.

From the inside out, the 1,900-lb. hull composition reads like this: 4 layers 8 oz. glass, 2 layers bias carbon fiber, 3/4" klegecell (foam), 2 more bias carbon fiber, 3 glass, 1 layer kevlar, 1 glass. The deck is carbon fiber and wood.

There are eight separate hydraulic systems, which aid the operation of the backstays, outhaul, flattening reef, main, lower backstays, and vang. The backstay system is unique in that you grind it in most of the way mechanically, then the balance of the load is taken up with a hydraulic cylinder.

The sails are the latest combinations of Kevlar, Mylar, and Dacron, and *Great Fun*'s huge tan mainsail prompted varied comments from the peanut gallery. "Too bad that new boat has such old sails," I heard one woman say. But Kevlar sails are not destined to grow old. With a price tag of $6,000, *Great Fun*'s Kevlar main is expected to last only one or two series'. It's fast, but fragile. Their staysail raised a few questions among the onlookers as well, sporting large blue ink blotches from bottom to top. "It looks like one of those Artesians ran up it!" quipped Laurie.



LATITUDE 38/SHIMON

Clay Bernard is new on the Big Boat scene, but his roots are in the bay area. He was raised in Sausalito and Belvedere where he sailed Snipes and a winning Rhodes 33. Then, in the early 70's he relocated to Tulsa where he started a business, and remained there for about 10 years. He's back in the bay for good now. "We had the option of living anywhere in the world," he explained, "but in my opinion, San Francisco is the most ideal place and the most underrated place in the world, and probably the world's best sailing, bar none." Sardinia, he said, is probably a close second.

He plans to engage himself in the production of total marine systems. "*Great Fun* is a test bed for systems," he said. "And we'll be coming out with something in a couple of weeks that we think will change the whole face of sailing."

How do you get from a Quarter Tonner to a 50-footer? "I got too damn old," Clay joked. "I decided the next boat I get I'm gonna walk the rail and if it tilts ¼ of an inch, I'm not going to buy it!" He donated the Quarter Tonner *Fun* to the Maritime Academy. "But I'll tell you something about Quarter Ton sailing," he continued. "It makes a sailor out of you. This feels like the *Queen Mary*!"

Clay's real happy with his new boat. He feels she's strong on all points of sail, particularly to weather and reaching. They had some anxious moments on the runs in the Big Boat Series, but Clay figures that may have been due to some of the other boats high rating. The only remaining unknown is how she'll perform in a seaway, and Clay won't know 'til they get out into the ocean and find out for sure.

He also hopes to reduce *Great Fun*'s rating. During the Big Boat Series they came in at 40.4, which was due to their haste in completing the boat's measurement in time. They conducted the inclination test in a strong breeze against the advice of the measurer. Davidson designed the boat to rate at 39.9, just below the maximum allowed for the Admiral's Cup.

Great Fun will be appearing in the Mexico Races, the Kauai Race, Sauza Cup, and Clipper Cup in the coming season. Clay serves as navigator, so he will be depending again on the excellence of his crew. "A boat can be a fast boat," he said, "but it takes a crew. The greatest honor that any skipper of any boat can have is the dedication and comradeship of his crew."

– sue rowley

Great Fun in mid-flight. Owner Clay Bernard (far right) leans over tactician Dave Allen.

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Bill (408) 227-3176 / (408) 578-7944 after 5:00

1960 FOLKBOAT, MAHOGANY ON OAK
2 sets of sails, spinnaker gear, Honda outboard, large inventory — sail away $7000 firm.
1(916) 722-8053

CAL-20
This immaculate bay sailer & her Berkeley Marina berth comes with many x-tras, including aux. outboard, two sets of sails, sail cover, bow pulpit, etc. Asking $4,750.
(415) 658-2500, 339-2773 ask for Michael

1977 LANDFALL 39
Fresh varnish, teak decks, F/G hull, cutter rigged, one year old Chrysler Nissan diesel. Nice boat in Sausalito. Before broker price: $67,500.
(415) 331-2062, (707) 224-4839

SANTANA 35
Partnership in new boat berthed in Tiburon. Racing. Experienced sailor w/devotion to win, team-playing. Sense of humor is asset. No married people, please.
(d((415) 231-1140, (e)(415) 435-0479

PERFECT LIVEABOARD SAILBOAT Custom. cruis'g ketch w/perfor. underbody. Tripp designed Columbia 45. Radar, 6KW gen., s/s tanks, f.p., refrig., windlass, Perkins 4-236, 2 heads/shwr, ckpt dodger, document. Origin. owner: Box 491, Davis, CA 95616 (broch)

HELP SAVE A CRUISING SAILOR
from a life of slothful seamanship. I denounce the evils of ketch rigs and seek the truth in the world of spinnakers and bloopers. I offer dependable participation & desire a winter racing crew position. Curt (415) 962-8645

CREW WANTED
Departing Ventura in Nov/Dec for Australia. Blue water experience highly preferred, congeniality a must. Share minimum expenses.
Tony (213) 983-2852, (805) 642-3755

FOREDECK & TACTICIAN
For Islander 36, One-Design Racing, must be experienced & extremely competitive. Send background including local experience to Islander 36, P.O. Box 608, Lafayette, CA 94549

WORK OR PLAY
This boat takes it. 15' h.d. Italian inflatable beats Zodiac — has mahog. keel & floor. Folds down small. Comes w/'80 40 hp Merc. Exc. cond., many extras. Make offer or trade for 10' tender. Call Pete (415) 388-3453

YANKEE 30 — MK III
For sale or charter, ½ or whole interest. Good financing possible with good credit. Well-equipped & maintained. Berkeley berth.
(415) 332-1400 days or
(415) 524-2116 eves.

HEAD SOUTH FOR THE WINTER
Excellent cruise/liveaboard Cascade 29. Fully found, features & equipment too numerous to list. If interested call
(415) 582-6790, $32.5K

55' SCHOONER
1925 Benson, rebuilt 1969, re-rigged 1976. 60 hp Chris Craft, 3 KW Kohler, autopilot, VHF, CB, RDF. Recent haul-out & survey. Avail. w/permanent slip in bay area. Good liveaboard, ready to sail. $48,500. (415) 522-8210

FOR TRADE
3 bedroom, 1 bath home w/pool in Sacramento. Approximately $15,000 equity. Looking for 25 to 30 foot boat.
Call (916) 971-1790 after 6:00 p.m.

SANTANA 22 — MUST SELL
4 bags of sails, Barient 10's, clean Emeryville berth. Evinrude 6.
Call Dave days 286-5880, eves 292-0229

FOR SALE — Campway inflatable, exc. cond., $450; Johnson 4 hp o.b., like new, $325; Wallas 3000 forced air boat heater, new $859; Optimus Princess elec. stove, new $150; Seaswing 1 burner stove, $60; Kenyon stove w/oven, $250; *MORE — ad too long* (415) 543-7447

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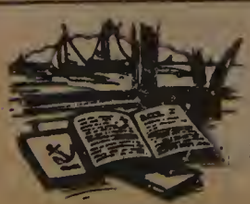
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CATALINA 22 · 1973 · GOOD CONDITION
Swing keel, 6 hp Johnson, trailer, navig. & cabin lights, anchor, Sani-Potti, compass & safety equip. Will consider trade for smaller daysailer and cash. Asking $5,500.
(415) 689-8336 eves

WINDLASS, Plath 7B, dual wildcats for 5/16" chain, $790. CQR-45, $290. 5/16" & 3/8" chain avall. Liferaft, C.J. Hendry, 6-man, $1590. Knotmeter/Log, Kenyon, KS-215, $290. Folding bike, $60. 12V blower, WC-7050-4". Foot pump, Whale gusher, $30. 332-8255/894-3004

HELP!!
There must be someone out there who can fix the PALMER engine on my sailboat. Please call me. Before 8 a.m. or after 8 p.m. at
(408) 289-8122

MAHOG. SLOOP — S.F. BERTH
26' "PIC" for sale. Hull no 23, built 1936. Six sails incl. spinnaker, good fast bay boat. Comes with Marina slip. $4800/B.O. Financing available. Norbert: 673-0734; 894-9858

41' CATCH IN PRIME CONDITION
Docked at best slip in Corinthian Yacht Club, $7000 for 1/5 interest, approx. $250 monthly.
Call Marcine/Bruce (415) 383-9393
Eves (415) 435-0420

RANGER 23
2 mains, 2 headsails, 2 spinnakers, 8 winches, 6 hp Johnson, 2 compasses, k.m., new trailer, Oakland berth. $12,500 Eves (415) 689-3281

½ ERICSON 23 — 68 FORD — 4 HP MERC
Half interest in mint '70 Ericson 23; 5 sails, galley, head, choice S.F. berth, $4700. 68 Ford, great trailer car, $1100; '77 4 hp Merc, low hours, $350. 673-9048

VALIANT 40
Commissioned spring '79. Luxuriously equipped; autopilot, AC/eng., refrig., SSB, Loran, 7 sails, etc. Just completed 8000 mile voyage. Look at the other 40's, you'll buy this one. Far below replac. at $163,000. (e)415/854-6113
(d)415/967-8118

FOR SALE
100' 3/8" hot dipped high test chain, new $3 a ft.; Bronze bow roller, $75; Oars, wood, for 6'-12' tender, $20; "2" 12V 30 amp hr batteries w/new battery box, $30. (415) 530-0251

1980 LANCER 25
Excellent condition, compass, knotmeter, 7.5 Honda, $13,900.
(408) 255-6426

CLEANING OUT MY LOCKER!
36"x¾" X Track w/dualite car, Harken hexaratchet main sheet block 090, end stops, $56.; Harken hexaratchet main sheet block 009, $16.; Thru deck line guides 2 NF 510, $13. pr.; Schaefer swivel base w/cam, $8.25.; Set small running lights, $9.; S.S. destroyer wheel, 28" (Yacht Spec), $125.; Honda 7.5 hp sh. sft. (Oct. 79), $575.; Rotary Ride Guide steering assembly w/17" wooden wheel, 76 — cable, engine adapter (off Zodiac MKIV), $85.
(415) 461-7424

1978 CATALINA 30
Race-cruise equipped. Atomic 4, North sails, 8 Barient winches, headfoil., d.s., k.m., 2 compasses, all teak interior, dbl lifelines, pulpits, with or without berth. Must see condition.
(408) 257-8333 days (415) 697-4845 eves

OUTBOARD 1972 12.9 HP CHRYSLER
Elec. start, generator, two props, needs tune-up, $200/B.O. 521-7689 or trade for smaller motor long shaft.

ERICSON 27', EXC. COND.
3 sails, VHF, bulkhead compass, 4 winches, k.m., d.f., windspeed, windpoint, 2 anchors, Atomic 4 i.b. engine, lifelines, pulpits, head, etc. (415) 593-0226 $23,950

FOR SALE
50' fiberglass sail boat kit with diesel, ballast & more. 37' fiberglass hull and deck.
Call 595-4161 after 6 p.m.

WANTED: 6-10 HP GAS INBOARD
Single or two cylinder, under 175 lbs., also shaft, prop, controls, etc. Lightweight, small size essential. Call 456-3186 early am or after 6 pm, or write Box 221, Inverness, CA 94937

FOR SALE
Saye's rig, s/s, self-steering, windvane, designed & manufactured for heavy weather sailing/cruising. Never used. $1400 or offer.
(415) 344-0482 eves only

CRUISE: MEXICO AND BEYOND
Couple w/extensive cruise exp. will accept up to 2 congenial crewperson aboard their 52' f/g ketch. Share expenses. Opportunity to learn seamanship, nav., etc. Leave Dec. References exchanged. Phone "Skipper" (408) 425-1766

25' MAHOGANY SLOOP
Classic Cruiser/Racer, 9 sails, all electronics, sleeps 4, with Sausalito berth. Immaculate.
By Owner: (415) 461-7000 any day or time

TRADE PAINTING FOR SAILBOAT
Jesse Allen, acrylic, 1968. Exc. donation, gallery, asking $120K for similar canvas. Sell for $65K cash or trade for heavy liveaboard/cruiser 28'-35' (or what have you?)
Try me. Rob Michaan, 841-6500 x 324

ERICSON 29 SLOOP — BUILT 1974
Dsl. power, VHF, digital d.f., autopilot, stereo, dsl. heater, Berkeley berth. Would accept smaller boat or car as part payment on purchase of small house or condo. $29,500.
Ph: (415) 654-1926

VOLVO DIESEL — 35 H.P. MD-17C
New w/elec. & hand start option. 6900 lbs. lead at 27¢/pound. Burmese teak lumber at $5.90/board ft. 36' Cape George cutter, bare F/G hull, $10,500 (delivered). Contact Randy at (916) 878-8440/878-8665

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'68 by Far East Yachts. Beautiful cond., lots of equip., is an exc. live-a-board-cruiser with traditional lines & proven record. Berth available.
$55,000 (707) 552-4206 (broker)

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The deadline is the 22nd of the month. You are welcome to submit ads after the 22nd, but we cannot guarantee placement in the next issue.
Sorry, but we can't accept ads over the telephone.

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You don't have to spend $100,000! Invest ½ of that & get my Ranger 37, IOR 25.9, winner of '81 Chicago to Mackinac race. 14 sails, total race equip., 100 hrs on eng., Richmond berth. Will consider trade. Call collect (916) 891-8736

PARTNER WANTED, SANTANA 35
"Friendship". Exc. cond., 11 bags of sails, windspeed, windpoint, dig. k.m./d.s., log, etc. Fully equip. for cruis'g & bay, offshore or TransPac rac'g. Call Bill Hecht
(w)(415) 969-3969 (h)(415) 820-2577

ERICSON 27 — Exc. cond., dig. k.m., compass, 50 chnl VHF, F.M. cassette, masthead strobe, anchor, nav. lite, stove, sink, enclos. head, delta canopy screen, whisker pole, etc. Perfect bay/delta boat w/Alameda berth, will instruct novice, $19K. (415) 523-3644

FRENCH GIRL (25) WOULD LOVE TO SAIL to New Zealand as a crew member. Nicole DuPuis, 2976, 23ird St., 94110 S.F. (415) 641-1411. If absent, please leave name & number. I will call you back.

RANGER 33
¼ interest available.
Sausalito berth.
Call 461-3084

PARTNERSHIP
1975 Islander 30 MKII, Volvo dsl., 3 headsails, Avon dinghy, Seagull, VHF, RDF, digital d.f., w.s., k.m., API, Ballena Bay berth, ½ interest.
932-3900(d), 521-9209(e)

1977 CATALINA 25 — FIXED KEEL
W/trailer, proven racer/cruiser, halyards & jiffy reef. to ckpit, Honda 10 hp, d.s., VHF w/6 db antenna mast/stern, North sails, dbl backstays anodized mast/spars/pole, trad. layout, 4 in fabric cushions. $14,500. (415) 369-8055

1980 ERICSON 35 SILVER EDITION
Superior performance & beauty. $15,000 worth of extras. This professionally maintained yacht may provide positive cash flow to qualified buyer. Call for details. Alameda berth. $75,000.
(W)707/433-7241(x 11) / (H)415/837-1628

FOR SALE
21' fiberglass sailboat — fin keel, no cabin, central cockpit. With EZY load trailer & 3 hp Seagull outboard. $3000.
Mel: (408) 287-1656 eves

NOW'S YOUR CHANCE!
"PEER GYNT" is finally for sale. Renowned, proven 36' Aussie flush decked dblender; classic beauty, rugged design, built by Halvorsen for Sydney-Hobart race. Exc. cruis'g boat! Over equip'd. $60,000 (415) 332-6481

8' F/G DINGHY: NEVER ROWED/TOWED
Lapstrake hull, teak trim, linear polyluathane finish, lightweight, strong like bull.
Giveaway $525 383-1127

MARINER 35 KETCH — CLASSIC
Well-found yacht, built '65. Mahg. w/copper/brnz fastenings, rebuilt Perkins dsl., new b/w trans., modar VHF, Signet k.m., sounder, Aries, Bendix A/P, much more. $55K. Berth avail. Ballena Bay YH. (415)339-0212/444-4416

RACING CREW WANTED
ODCA, some MORA, Neophyte, BUT. Serious skipper. A combination Paul Blvstrum, Dennis Conner, Joe Green perferred but willing to settle for lots of enthusiasum, some exp. Richard Savoy, (h)566-7642, (b)387-5710

I Want to Crew For You! F(27) seeks employ. (cook/crew) sail'g vssl pref., HI/So.Pac, spring '82; Mex./Carib. winter '81. BA, nutrit./prof. cook. "Safety first" code; SSB req. Crew exp mod./prof. Exc. health, easy going/fun/hard wrk'g. Inquire/offer! Linda 415/333-5165

FOR SALE — I.C. #75
33' classic woody has been redecked (ply) & glassed over. Teak cvrboards incl. 2 suits sails, full race equip., new (alum) boom, new eng., etc. incl. It's a hell of a deal.
Frank Sayre 454-9569

26' JUNIOR CLIPPER "QUICKSTEP"
By Stephens, 1949. Plywood, Seagull o.b., d.s., k.m., log., & head. Good sails. 31' Oakland berth. Hull needs some refastening. $5,000 B/O. Must sell. 921-1646

WALKER TAFFRAIL LOG MK IV, $250;
Kevin, Wilfred, White sextant, micrometer, scope, sunfilters, $300; 2 Italian foldup bicycles (used once) in vinyl case, $100 ea.; Want 2 #10 Barient (or equal) sheet winches
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Finish my 40' steel schooner and I'll take you cruising the South Seas. Check it out
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If you're tired of looking at unmaintained, dirty boats, then take a look at this quality live-a-board-cruiser. Deal direct with the owner and save. Call Robert/Judi
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1 year old, $1800. Never opened.
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My N. Lake Tahoe condo., 300 yrds from Lake, 15 mln. from ski areas. Trade for boat or other property close to S.F. or Stinson Beach. Equity $45,000, will carry balance if lesser value trade.
(415) 383-8075. Motivated seller — b/o.

16' DAY SAILER
Center board, wood and glass, trunk cabin, 4 sails, o.b., Oyster Pt. berth, $2,000.
(415) 343-4714 evenings

FOR SALE
1973, 44' Islander sloop. Diesel auxiliary engine, six bags of sails, many extras. Call after 6 p.m. 1(916) 391-5186

TARTAN TEN 1979
F/G sloop, designed by S&S one-design class on bay. Almost new North main, 150% genoa, class jib & ¾ oz. splnnaker. Lewmar winches, Faryman dsl. Sleeps 6, ready to race, in great cond. $32,000. 332-3282 after 6 pm

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Seeks passage to Hawaii during December.
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CORTEZ 16
16' day sailer with small cabin. Very stiff, dry boat; sailed regularly on bay last 8 yrs. Berkeley Marina berth available if wanted. Trailer. In good condition. $2,000.
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SANTANA 27 — 1968
27' F/G sloop, designed by Gary Mull. Working sails, 150 genoa, spin., blooper, 2 yr old 9 hrs Evinrude o.b., full galley, enclosed head w/sink, sleeps 6. An exc. bay or cruising boat. VHF, radio, $14,000/B/O. 332-3282 after 6 pm

23' MAYA SLOOP — 1957
Completely rebuilt — excellent condition; best on bay, call for details. $6,000.
Steve at 533-0411 days, 865-6871 eves

HAVE 3-1/16 GORGEOUS WTRFRONT ACRES
on charming e. coast of Barbados. Deebles Pt., St. Philip parish. Will sell for $85,000 or trade for sailboat. Modern, f/g, maintenance free, little/no wood, dsl. eng., Saus. berth. Send full info. to P.O. Box 316, Tiburon, 94920.

MOORE 24
Hull no. 28, North sails, Erikson spar, white topsides with grey hull & keel, trailer. Extensive extras. Boat has always been maintained in immaculate condition. Priced to sell.
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SANTA CRUZ 27 FOR SALE WITH TRAILER
New Mylar 150, 130, new 100, 80, new main, 2 spinnakers, blooper, old sails for crulsing. Call Jim Rhyne for details, (408) 256-2138 days, (408) 358-3179 eves.

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Completely rebuilt rings, valves, compression release, starter, etc., including panel and wiring harness, transmission. $1850
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"DOLPHIN" — 31' DANISH CLASSIC SLOOP
'39 K. Reimers design. '81 Master Mariner's winner; sleeps 3, completely refurbished inside/out, copper riveted hull, new main, jib, genoa, cushions, 8 hp Yanmar dsl. $35,000. Pelican Hrbr. (415) 388-0467/332 4742 eves.

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Unit new with warranty. All options including sea/fresh water heat exchanger cooled. Hand & electric start. Bosh ignition, double front pulley, spare parts & owners manual. Below dealer at $3,495. (702) 852-1411

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The ultimate boat, for the person who wants the best "Why settle for less" especially at this give-away price of only $52,500 — cost $62,500. Loaded w/top inventory, financing & slip available too. Tony Mead 523-5511

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S.F. berth, Main, 6 Jibs, 3 Chutes, Blooper, 8 Barients, Signet KM, WP, WS, Depth, Log. Great family daysailer.
(408) 523-1546

BERTH TRADE
Trade my 25' berth in San Francisco for your 27' berth on the Estuary in Alameda. Harbormaster says only for 6 months. 523-1546 (eves)

SAILORS
Interested in blue water sailing. Partnership available in shares from 10% - 50% in a 41' ketch (1976) in excellent condition.
(408) 624-7172 evenings

FOR SALE: SHIPMATE ST. SL. 2 BURNER
alcohol stove w/oven, $280. 2¼ oz spinnaker off Cal 48, $980; Mitsubishi micro. oven, $250; Panasonic auto. tel. ans. sys., $100; Hoover portapower vacuum 110v, small, powerful, $45. All like new (415) 435-3716

SANTANA 22
Outstanding racing record, late hull & deck layout. New rigging, ob motor, chain plates and much more. Call Mike Walsh, (h)(213) 644-0965, (w)(213) 325-3605

37' BROWN TRIMARAN
Hull all built & glassed, ready to paint. No interior, mahogany hatches, 60 hp Hercules eng., just rebuilt. Spent 3 yrs. building, lots of deck hardware. Asking $8,000. (415) 278-6295

1980 CATALINA 25
Alameda berth, many extras, 7.5 Honda, 110 & 150 jib & genny. Call (408) 778-3028 evenings. $16,500.

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Apr. '78, model 22-DTK-5300, capacity 5300 lbs., dual axle, hydraulic brakes, for fixed-keel sailboat. Like new. Used twice.
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CRUISING LADY WANTED
New Valiant 40 leaving Dec. 15th for 6-month cruise to Mexico. Sense of humor and desire to cruise all that's ness. Steve: 835-1134

RHODES 19
Popular bay day sailor. Excellent cond., many extras. List includes trailer, o.b., 6 bags of sails, full cover, new blocks & much more. Ready for racing or day sailing on the bay.
Call Ed (415) 583-9405(o) or (415) 333-7146(h)

ERICSON 27 - 1978
Whl., d.s., k.m., VHF, 90%, 120%, 135%, spin., whisker pole, rigged for singlehanded. Orinda autohelm, gas Atomic 4 aux., dockside pwr., delux interior, blue boat & shear and lots more. Bay/Delta slip. $29,900 (916) 455-1275

TARTAN 34
Beauti. cruis'g boat, '74. S&S-design, keel ctrboard design, (great for delta); k.m., log, fatho., VHF, RDF, auto., 4 sails, 2 anchors, & windlass. Exc. cond., ask'g $39,900. Owner financ'g avail. 415/531-9145 aftr 4 pm/wkends

FEMALE CREW WANTED
31' cutter headed south, leaving January needs young crew-woman. Sailing experience necessary. (714) 223-1979 eves & early A.M.

24' BUCCANEER
Wanna cruise Santa Cruz, bay, delta? Get there at 55 mph! '77 cruising trailerable sailboat by Bayliner, complete galley, 6' hdrm., sleeps 6, & ramp launches. Trlr, 7.5 hp Honda, VHF, etc. $13,275. (415) 966-3180 (408)263-4752

CATAMARAN: NACRA 5.2
Exc. cond., includes trailer, cattrax, catbox. A very high quality cat ideal for use on the bay or racing. $3700 all in or $2990 for boat only. Call Peter (h)383-3756 or (w)951-2285

CAL 2-29 W/Owner Financ'g Lease/Purchase
Lease/purchase 1 of the last Cal 2-29's built. Dsl., whl., d.s., VHF, work. sails, more; estuary berth. $2000 down & take over actual monthly payments (10.5% loan). (415) 233-9405, Dave LaStufra, Box 1324, Vallejo, Ca. 94590

DO YOU LIKE TO SAIL?
But don't want the expense of owning your own sailboat? Then try a time-share lease of our beautiful Islander 28. You pay only for the time you use the boat.
Call Bill: 415/254-4723 or Dennis: 707/745-5814

RAWSON 30
Cruis'g oriented sloop, '64, documented, Palmer eng., dodger, Monitor vane, Signet auto., d.s., VHF, RDF, VDO, Avon liferaft, 6 sails, 4 anchors, 2 compasses, holding tank, Hillor stove, spart parts. $31,000 (415) 433-5335

26' F/G KETCH
Ctr cockpit, well equip'd, w/trailer. Exc. for all types sailing; capable world cruiser, $20,000. Owner will carry $4,000 down, balance at 12% interest, or $2-3,000 down, balance at 13% int. up to 10 yrs. Wkdys (415) 835-9818 Ed

PARTNER WANTED
One-fourth partner in Tartan-Ten. Racing ODCA and OYRA; coastal and delta cruising. Sausalito (Clipper berth). Buy ¼ equity ($3,000), monthly payment of $200. 391-1100 527-3188

NEED CREW, BOATSITTER?
Congenial, non-smoker, experienced, serious about sailing. Will help w/ maintenance. Will maintain your boat for liveaboard privilege. East Bay preferred. Available anytime.
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One owner, delivered 1979. Immaculate inside & out. Extensively customized, well-equip'd for cruising or liveaboard, 70 hp dsl., dodger, VHF, CB, RDF, EPIRB, refrig., instruments, etc. Call 525-6837, eves for info. & brochure

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2 yrs old & too small, w/smooth-as-silk Volvo dsl., 4 North sails, VHF, beauti. teak interior; I sail like *crazy!!!* Can leave home for $3,000 & take over payments; 28' racer/cruiser by Santana (Schock Boats). I need someone to love me. More details, call broker. Wind Circle Sailing Yachts, Inc. (415) 234-1154

BROKERAGE

48' SHEEL Motorsailer. '64, const. by Ammarine; ready to go!	*$145,000*
48' TARTAN. '73, Custom racer/cruiser by S&S; Loaded!	*155,000*
47' PERRY. '80 Caribe Cutter w/est. Charter co. & berth	*159,000*
46' CAL 2-46. '74, beautifully equipd. Motorsailer. Nice.	*158,000*
44' PETERSON. '76, very well equipd and maintained.	*119,000*
42' MERMAID Ketch. '78, CT-42 center cockpit w/Dsl.	*98,500*
42' WESTSAIL. '76 Ketch; huge inven. of cruising gear	*150,000*
41' MORGAN OUT ISLAND. '78 Sloop; roomy liveaboard/cruiser	*105,000*
41' CHOATE. '77, IOR hot rod! Full race equip. Super clean!	*try 75,000*
41' ISLANDER/GURNEY. '73 Sloop; beautifully equip. & maint.	*89,000*
40' COLUMBIA. '65 Sloop; full keel, Charlie Morgan design	*49,000*
38' LANDFALL. '80, C&C const., excellent cond. and inven.	*100,000*
38' DOWNEAST. '75 Cutter; a comfortable offshore cruiser	*79,000*
37' COLIN ARCHER. Steel Ketch const. in Sweden; cruise ready	*72,000*
36' TIBURON. '78 ketch; aft cabin, Chrysler dsl., COMBI inst.	*83,000*
35' SANTANA. '79, one-design; very clean w/great inven.	*74,500*
34' PETERSON. '78, One-Design sloop; race & cruise equipped.	*65,000*
34' COLUMBIA. '66 Sloop; S&S keel/centerboard design; clean.	*26,500*
32' CHEOY LEE. '78 Sloop; Volvo dsl.; Signets; nice teak int.	*62,500*
32' CHALLENGER. '75, Dsl. sloop; roomy liveaboard/cruise	*45,000*
30' ERICSON. '80 Dsl.; very nice; Barients; COMBI lots more	*49,900*
30' HUNTER. '80 Sloop; very nice boat, but owner going to bigger one	*39,000*
28' SANTANA 228. '78 Dsl. Sloop; 10% down & assume note.	*31,500*
27' O'DAY. '75 Sloop; I/B w/cruising inventory; 1 owner boat	*24,500*
27' ERICSON. A '72 & a '74 avail. Popular bay one-design	*offers*
24' C & C. '76 Sloop; superb Canadian const.; great layout!	*14,950*
24' J/24. '78 Sloop; very competitive one-design fleet	*2 from 13,400*

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37' GULFSTAR — Gulfstar quality, outstanding price. Best charter boat on the bay. **$78,500.**

— SELECTED BROKERAGE —

30'	Catalina	**2 from $34,500**
34'	Cal	**57,000**
35'	Willard, 8 Ton, 1978, F/G, dsl., dbl-ended world cruiser	**68,000**
35'	Pearson, o.w.c., owner desperate	**59,900**
36'	Islander, 1978, loaded, race/cruise	**80,000**
37'	Hunter — owner desperate!	**60,000/offers**
42'	Pearson 424, 1978, good charter boat	**129,000**
43'	Hans Christian	**139,000**
50'	Gulfstar	**165,000**

POWER

36'	Chris Craft, "loaded", '78, S/F	**105,000**
38'	Chris Craft, '63, immaculate, fish'g skiff	**35,000**

PROPERTY TRADES WANTED

We are licensed yacht and real estate brokers. If you have a boat or property that you are willing to trade for the other, please call now! We desperately need property in S.F. and Peninsula area. Also need large cruising boats.

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22'	SANTANA — 4 sails, 6 hp eng.	$ 5,900
23'	PEARSON ELECTRA — 4 sails, Honda 7 hp eng.	6,500
23'	MAYA — wood sloop from Japan	6,200
24'	GLADIATOR — full keel, loaded	6,500
25'	DANISH DBLENDER — glass, Volvo eng.	11,500
25'	CATALINA — 1978, Honda 7 hp, very roomy	13,900
25'	FOLKBOAT — needs work	try 4,000
26'	DOUBLE ENDED CRUISING SLOOP — A-1	10,000
26'	STEPHENS JR. CLIPPER — up to survey	7,900
27'	ERICSON — Volvo eng., loaded	22,000
29'	COLUMBIA MK II, full keel	asking 16,000
29'	DANISH SPITSGATTER — a beauty	22,500
30'	WINDWARD — sloop, clean & lots of gear	24,500
30'	ANGLEMAN/DAVIES — cruising sloop, dsl.	20,000
30'	LANCER SLOOP — dsl., cruise ready	29,500
30'	NORTHSTAR — by Sparkman & Stephens	25,000
30'	X II RACING MACHINE — loaded w/gear	9,950
33'	RANGER — bank repo	make offer
35'	ERICSON — full race & cruise	try 40,000
36'	ISLANDER — outstanding buy	48,000
37'	NEW ZEALAND STEEL YAWL — big dsl.	66,500
38'	FARALLON CLIPPER — dsl., 10 sails	52,900
38'	ATKINS INGRED KETCH	55,000
40'	OWENS CUTTER — needs work	try 19,000
41'	JAN BONFORD CUTTER — '79, full cruise +	147,000
43'	COLUMBIA — fully rigged to cruise fast	70,000
45'	DUFOUR MOTORSAILER — priced low at	199,000
48'	TARTAN CUTTER — full race/cruise	155,000
50'	ROSBOROUGH BRIGANTINE	295,000

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Laurie Davidson-designed 2-Ton type Racing Yacht, fully equip. for ocean racing, cold molded Kauri wood, launched April, '80, 40½-ft., fast boat, fine const., owner moving up, IOR 31.4, buy her now and take her to the Circuit — **$168,000**

46' "Golden Marlin" Sampan — **$95,000**

37' Ranger, 1973 — **$59,000**

36' Grand Banks, 1970 — **$75,000**

36' Custom racer/cruiser by Wilson of N.2., cold molded Kauri, dsl., '77 — **$90,000**

35' Custom Sloop by Ed Davis, 1973, cold molded, racer/cruiser — **$50,000**

33' Ranger sloop, 1970 — **$40,000**

KERMIT PARKER YACHT BROKERAGE

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San Rafael, CA 94901 (415) 456-1860

Insurance

— WOOD —

24' Gilmar Gaff Yawl	$19,000
25' Vertue sloop, all teak, don't build them anymore!	24,900
28' H-28 Sloop, original	19,000
30' Winslow ketch, rare	33,000
32' Mower sloop from East Coast	25,000
35' Kappa Yawl	35,000
36' Custom ketch, cruise equipped	60,000
40' Mariner ketch, very well equipped	2 from 79,500
45' Yawl, classic	75,000
46' Garden Ketch	74,000
46' Custom Ketch	65,000
50' Force 50 Ketch	135,000

— POWER —

26' Pacemaker, Sports Fisher, fly bridge, clean	10,000
27' Owens Sea Skiff, absentee owner	try 6,250
28' Fairliner	9,400

— FIBERGLASS —

28' Great Dane sloop, diesel, autopilot, & much more	29,000
32' Pearson Vanguard, clean	ask 34,000
34' Islander, diesel	try 35,000
34' Cal 34 MK III, owner anxious	45,000
45' Freedom 45, cruise/liveaboard, interior is *beautiful*	183,000
50' Columbia Sloop, Race & Cruise	107,000

— STEEL —

48' Custom Ketch, '78	try 135,000

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SELECTED LISTINGS

25' Friendship sloop, 1975, excellent wood construction	$25,000
26' Contessa diesel sloop, 1976, excellent equipment	21,000
27' Norwegian pilot cutter, Saab dsl., good gear	29,850
28' Rhodes Ranger, 1962, vane, dsl., So. Pacific vet	22,500
30' S & S Yankee, 1972, outfitted for cruising, quality	32,000
30' Utzon Sagitta type sloop, 1964, quality throughout	29,500
31' Reimers-Tumlaren sloop, new dsl., restored perfectly	35,000
34' Atkin ketch, 1955, traditional, salty and clean	37,500
34' Fisher pilot house ketch, 1977, radar, great	98,500
36' Halvorson D/E sloop "PEER GYNT", gorgeous condition	65,000
37' Fisher pilot house ketch, 1976, excellent gear	129,500
38' Alajuela cutter, 1975, best outfitted one so far	115,000
40' Linderman dsl. sloop, 1967, center cockpit, cruise vet	69,000
41' Cheoy Lee Offshore, 1978, just returned from Hawaii	108,000
41' Kettenburg sloop, 1967, Pisces dsl., good sailor	63,000
44' Islander custom sloop, 1974, very well done, clean	80,000
44' van de Stadt custom F/G sloop, 1978, wonderful	129,000
45' Brewer Pinky schooner, new wood built in U.S.	110,000
45' Hand stays'l schooner, easily handled cruise veteran	58,000
45' Colin Phillips steel sloop, 1964, needs some work	50,000

SPECIALIZING IN OFFSHORE CRUISING BOATS — Over 100 listings

Particulars are believed to be correct but are not guaranteed; subject to price change, prior sale or withdrawl without notice.

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POWER

'79	40' Trawler, twin dsl	$82,000
'63	40' Santa Barbara trawler	54,500
'79	22' Sun Runner	13,400

SAILBOATS

'77	41' Morgan sloop, clean	99,950
'74	41' Yankee Clipper, ketch	68,000
'80	M.C. 39' Cruising cutter	99,500
'75	38' Downeast cutter	80,000
'77	37' Rafiki cutter	74,500
'77	32' Islander sloop	52,000
'75	32' Challenger sloop, excellent	45,000
'78	28' Santana slp., assumable loan	33,500
'59	28' Kings Cruiser sloop, make offer	6,500
'72	27' Catalina	17,900
'77	27' Nor'Sea sloop, aft cabin, excep	44,500
'75	27' O'Day sloop	32,250
'78	27' Balboa sloop	17,500
'79	25' Fox (new) sloop	19,950
	22' Bristol	10,500

WITH TRAILERS

'79	17' B-J gaff sloop	2,995
'75	17' Montgomery sloop	6,000
	18' Space Sailor sloop	5,995
	18' HMS	3,995
	18' Prindle catamaran	3,900

OTHER FINE SAILBOATS AND YACHTS — LISTINGS NEEDED

PETER JONES YACHT BROKERAGE

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BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

SAIL

42' FELLOWS & STEWART '38. Classic wood cutter.	**INQUIRE**
41' ERICSON. '70. Beautiful with much gear & dsl.	**$69,500**
40' ALDEN CUTTER '35. Volvo dsl., recent refitting.	**$58,500**
39' CROCKER KETCH. '64. Aft cabin custom built by Reed. Mahog on oak, bronze fastened, dsl., cruise equipped & beautiful.	**$89,000**
39' CAL. '80, Perkins dsl., VHF, log, knotmeter, Barients.	**$97,500**
38' FARALLONE CLIPPER. '60. Beautifully equipped & maintained.	**$52,950**
36' ISLANDER. '78. Dsl., Barients, CNG, shower	**$79,800**
36' HERRESHOFF KETCH. '57. Fir on oak, diesel.	**$49,500**
35' PEARSON '69. Well organized cruising boat with diesel.	**$54,000**
34' CUTTER. '34. Double-ended, Mexican veteran, inboard.	**$14,000**
34' TARTAN. '74. S&S design, autopilot, windlass, very clean.	**$42,500**
33' PEARSON VANGUARD. Full keel, good condition.	**$34,000**
32' ERICSON '70. Wheel, refrigeration, pulpits & lifelines.	**$33,300**
32' ARIES. '77. Double-ended, full keel, diesel.	**$47,500**
30' YANKEE. '72. Strong & fast S&S design, race rigged.	**$35,000**
30' SPARKMAN & STEPHENS SLP. '73. Wheel, Atomic 4, VHF.	**$25,000**
30' OLSON '80. Gleaming and super fast.	**$34,000**
30' WINDWARD '67. F/G, roomy cruising sloop w/Volvo dsl.	**$22,500**
29' CAL 2-29. '76. Dsl., Barients, CNG stove, clean.	**$33,500**
28' SANTANA '78. Dsl., Meissners, custom rig, bargain.	**$30,000**
27' BRISTOL '66. Strong Alberg full keel design	**$16,000**
26' DAWSON. Inboard, wheel, aft cabin, trailer	**$19,000**
26' INTERNATIONAL FOLKBOAT '68. Dodger, o.b., spinnaker	**$14,800**
26' COLUMBIA MKII. '69, VHF, dodger, spin., SF slip	**$12,900**
25' O'DAY. Honda o.b., Sausalito slip	**$13,800**
25' SANTANA 525. 1977. Meissners, Volvo o.b., spinnaker	**$13,800**
25' YAMAHA 25II. '79, very clean, diesel	**$24,800**
25' PETERSON '76. Like new, much gear & possible S.F. slip.	**$17,500**
24' BRISTOL '68. Strong full keel cruiser with San Francisco slip	**13,500**

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable bizzare Snafu, please call & list your boat.

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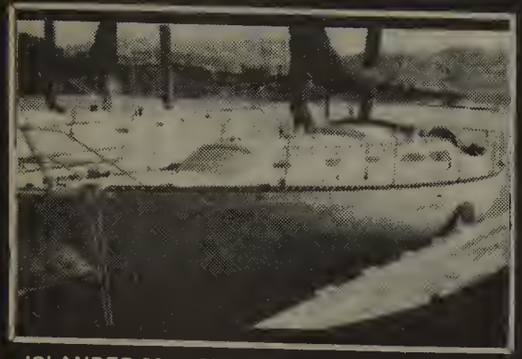
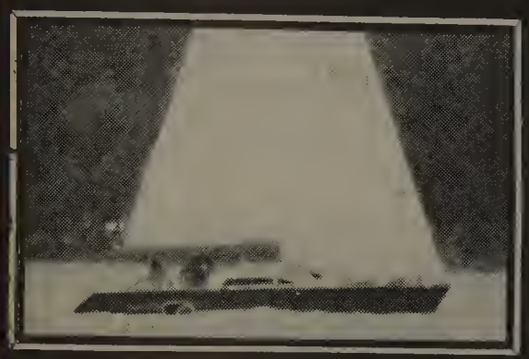
City Yachts

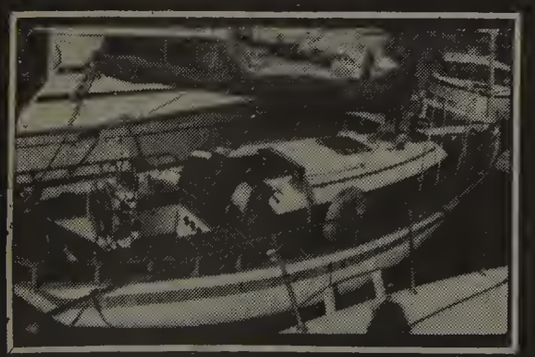


ISLANDER 36 — The most popular one-design in the bay. Dsl. power, shower, electronics, very well equipt. Seller motivated. Possible S.F. berth.



FARR 36 — Sistership to TransPac champ *"Sweet Okole"*, B&G electronics, complete TransPac gear including raft, full sail inventory, priced way below market at $53,000.

SWAN 43 — Classic S&S-design, outstanding cruiser w/jib furling, anchor, windlass, etc., beautiful cond., Nautor const., detail & value at it's best. Will consider offers.



CHEOY LEE 33 CUTTER — Roller furling, self-tailing winches, dsl. power, wheel steering, very well equipt. Seller asking $52,500.

Paul Kaplan, Christine Kaplan, Mary Jo Foote

SAIL

20' CAL	$ 5,500
22' COLUMBIA	5,800 ★
22' SANTANA	7,500 ★
22' HOLLAND	13,800/offer
23' KELS COASTER	7,700
23' Bear	12,500
24' J	2 from 13,700
24' ISLANDER	6,820
24' MITCHELL	11,000 ★
24' NORTHSTAR	17,000
24' SAN JUAN	13,500
24' NIGHTINGALE	12,900
25' CAL	7,900
25' JR. CLIPPER	offer
25' NORDIC FOLKBOAT	4,500
25' KILLER WHALE	11,000
26' INTERNATIONAL FOLKBOAT	23,950
26' THUNDERBIRD	offer
26' EXCALIBUR	14,500
26' PEARSON COMMANDER	13,500 ★
26' S-2	19,500/offer
26' COLUMBIA	2 from 12,900 ★
27' MULL CUSTOM	18,000 ★
28' O'DAY	28,900
28' WYLIE ½ TON	27,000
29' HERRESHOFF	30,000 ★
29' COLUMBIA	35,000
30' IRWIN	45,000
30' MORGAN	28,000
30' HERRESHOFF	29,500
30' BURNS ½ TON	39,500
30' PACIFIC	12,500
30' CUSTOM C&C	35,500
31' AUXILIARY CUTTER	offer
32' ERICSON	34,200
32' 5.5 METER BOAT	7,250
33' CHEOY LEE	52,500
33' TARTAN 10	2 from 32,000
34' PETERSON	2 from 42,000
35' CORONADO	47,000 ★
35' PEARSON	59,000
35' ALBERG	39,000
35' GARDEN KETCH	47,500 ★
36' FARR	53,000
36' ISLANDER	64,500
36' HERRESHOFF KETCH	49,500
37' FISHER KETCH	149,000
37' ERICSON	59,900
37' APACHE	42,000
37' CF	59,900
38' ALAUELLA	94,000
38' FARALLONE CLIPPER	38,000
39' CAL	99,500
39' SANTANA	105,903
40' ISLANDER PETERSON	110,000
40' GARDEN KETCH	85,000
41' MORGAN	105,000
43' METER R-BOAT	29,500
43' SWAN	139,000
44' NORDIC	174,000
44' PETERSON	115,000
45' STEEL KETCH	110,000
50' SANTA CRUZ	200,000
50' OFFSHORE SLOOP	150,000
55' STEWART KETCH	170,000
57' SEA LION #1	180,000
59' STAYSAIL SCHOONER	225,000

★ *BOAT INCLUDES S.F. BERTH*

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Closed Tuesdays
FOOT OF LAGUNA ST.
SAN FRANCISCO
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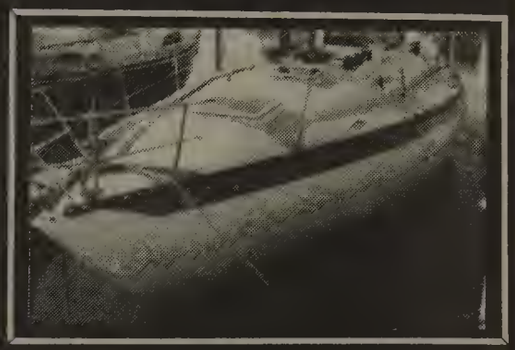
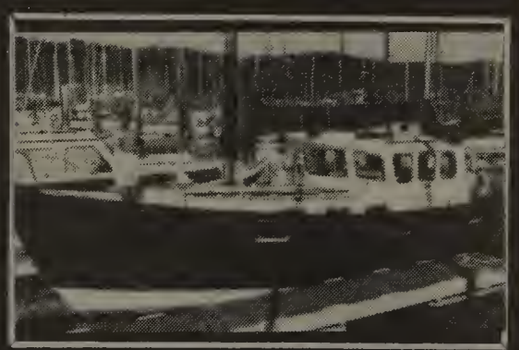
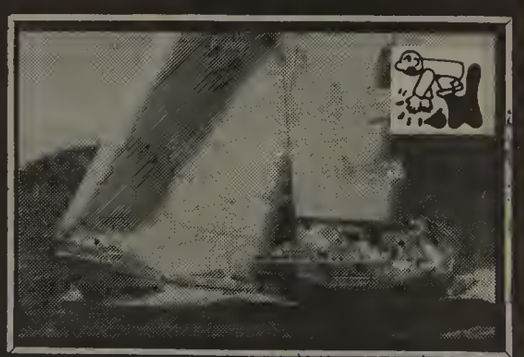
CAL-39 — 1980, diesel, *like new*, very little use. Berth avail. Owners have moved out of area & must sell. Asking $99,500.



ERICSON 37 — Bruce King design w/flush deck. Very well equipt for racing or cruising. Excellent condition. Estate sale, sellers very anxious, will consider all offers.



FISHER 37 — Fine quality English pilothouse ketch, less than 20 hrs. use from new, autopilot w/remote, k.m., depth., radiotele., etc. Owner anxious, will consider offers.



NORDIC 44 — One yr old, just returned from Mexican cruise. Very well outfitted w/many custom features, complete safety & cruising gear. Avail. way below replacement cost at $174,000.

Hank Easom, Andrew Pitcairn, Rollo D. Dog

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THE FARR 740 SPORT

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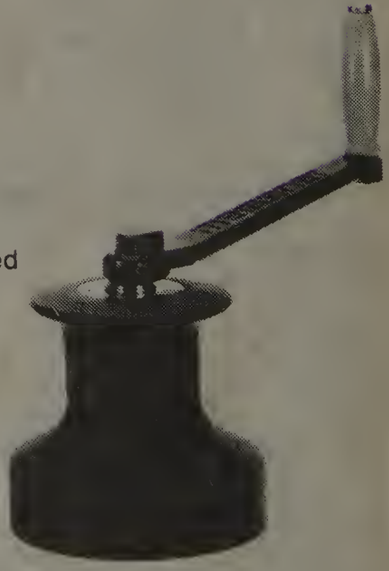

For full details and trade information, please contact:

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